New Jersey Highway Access Code Reevaluation Study

Technical Report #1: Access Code "Blueprint"

DRAFT

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Bureau of Statewide Planning

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1.0 EXECUTIVE SUMMARY

1.1 Study Purpose and Background

The purpose of the New Jersey Highway Access Code Reevaluation Study is to assess the relationship between the State Development and Redevelopment Plan (SDRP) and the New Jersey Highway Access Management Code (the Code) to recommend modifications to the Code that will strengthen implementation of SDRP policies with respect to smart growth. A consulting team led by Urbitran Associates, Inc. has been retained by the New Jersey Department of Transportation (NJDOT) Bureau of Statewide Planning to conduct this study.

In New Jersey, the SDRP is founded on the principles of smart growth. Smart growth is defined as development that serves the economy, community, and the environment. It provides a framework for communities to make informed decisions about how and where to grow. With respect to smart growth and the SDRP, some of the key limitations and challenges associated with the Access Code currently include:

- The absence of smart growth strategies in the Code;
- Access Management Plans (Code Subchapter 6) are burdensome to implement and thus underutilized; and
- Municipal land use control procedures are not always aligned with the Code.

This study is comprised of the following 10 tasks:

Task 1 – Multi-Modal and Main Street Considerations
Task 2 – Access Levels and Access Classification Matrix
Task 3 – Access Classifications by Route and Milepost
Task 4 – Access Management Plans
Task 5 – Application and Permit Process
Task 6 – Consideration of Future Conditions
Task 7 – Municipal Zoning and Access Issues
Task 8 – Outreach Program
Task 9 – Access Code Modifications
Task 10 – Assessment of Access Management Act

Tasks 1 through 7 are interrelated; each of these tasks needs to be addressed along with elements of the other tasks. Task 8 is a supporting task involving community outreach to provide input to the study team from stakeholders and other interested parties. In Tasks 9 and 10, products will be developed resulting from previous tasks involving potential modifications to both the Code itself and the enabling legislation (the State Highway Access Management Act), respectively.

As part this study, the consultant team is developing a draft "blueprint" to identify a comprehensive set of changes to the Code to reflect smart growth principles and the SDRP. This preliminary report provides an overview of the draft blueprint that is being developed by the consultant team, and provides a detailed description of the relationships among its various components. This is a work in progress and changes will be made as the study progresses, including refinements to some components to reflect review comments and the inclusion of

additional components based on the evolving blueprint. This report also identifies which components are associated with each of the study tasks. An overview of the decision processes that constitute the blueprint is provided first, followed by detailed descriptions of individual components (documents, etc.) that are involved in these decision-making processes.

1.2 Summary of Findings and Potential Modifications

The following is a summary of potential Access Code modifications described in this report:

Appendix "A"

- Revisions to Appendix "A" include categorizing State highway segments according to their location within a Planning Area or a Center, as well as potential changes in individual Access Levels.

- The functional classification, cross section (divided, undivided, or 2-lane), and the speed ("high" or "low") of the highway segment are retained in Appendix "A" for use in determining the Access Level. Also, all Access Levels, as currently defined, would remain unchanged.

- A revised Appendix "A" would be intended for application along State highways that are not otherwise designated as a Main Street or part of an Access Management Plan.

Appendix "B"

- A revised version of Appendix "B" would add the following columns for all State highway segments: Planning Area, Type of Center, Main Street designation, Transit Village designation, and existence of an Access Management Plan.

Main Streets

- Main Streets are an integral part of smart growth strategy and are a focus of context-sensitive highway design for NJDOT. As part of the potential Code revisions, a Main Street designation process would be introduced to provide special access management treatments for Main Streets on State highways. Two types of potential Main Street designations have been identified: "Type I" for roadways with speeds of 25 mph or less, and "Type II" for roadways with speeds of 30 or 35 mph.

- The designation of a Main Street along a State highway would be the result of a collaborative planning effort between the municipality and NJDOT. The responsibilities and commitments of each party would be documented in a Memorandum of Understanding (MOU) signed by both parties.

- Type II Main Streets would require examination of the main street in a wider context within the area's transportation system (including consideration of local street connections and parallel roadways). Because of this wider context, the municipality would be required to complete the Initial Plan Endorsement Process, and adopt a Main

Street Mobility Plan (MSMP) as an additional element of the local Master Plan to supplement the MOU.

Changes to the Access Permit Process

- Potential changes to the access permit process include modifications to incorporate smart-growth requirements as part of all permit applications.

- NJ TRANSIT and the NJDOT Bureau of Pedestrian and Bicycle Planning would be integrated into the access permit review process.

- For developments requiring preparation of a Traffic Impact Study, smart growth requirements and incentives would be added such as:

    - Vehicle trip reductions for multi-modal site design features and Transportation Demand Management (TDM) commitments;
    - Adjustments in the fair share calculations;
    - Adjustments for vehicle use limitations for non-conforming lots;
    - Additional criteria for the application of waivers.

2.0 INTRODUCTION

2.1 Project Description

The purpose of the New Jersey Highway Access Code Reevaluation Study is to assess the relationship between the State Development and Redevelopment Plan (SDRP) and the New Jersey Highway Access Management Code (the Code) to recommend modifications to the Code that will strengthen implementation of SDRP policies with respect to smart growth. A consulting team led by Urbitran Associates, Inc. has been retained by the New Jersey Department of Transportation (NJDOT) Bureau of Statewide Planning to conduct this study.

In New Jersey, the SDRP is founded on the principles of smart growth. Smart growth is defined as development that serves the economy, community, and the environment. It provides a framework for communities to make informed decisions about how and where to grow. In short, smart growth makes it possible to:

- Enable communities to grow in ways that support economic development and jobs;
- Create strong neighborhoods with a range of housing, commercial, and transportation options;
- Achieve healthy communities that provide families with a clean environment; and
- Curb sprawl and preserve open space.

With respect to smart growth and the SDRP, some of the key limitations and challenges associated with the Access Code currently include:

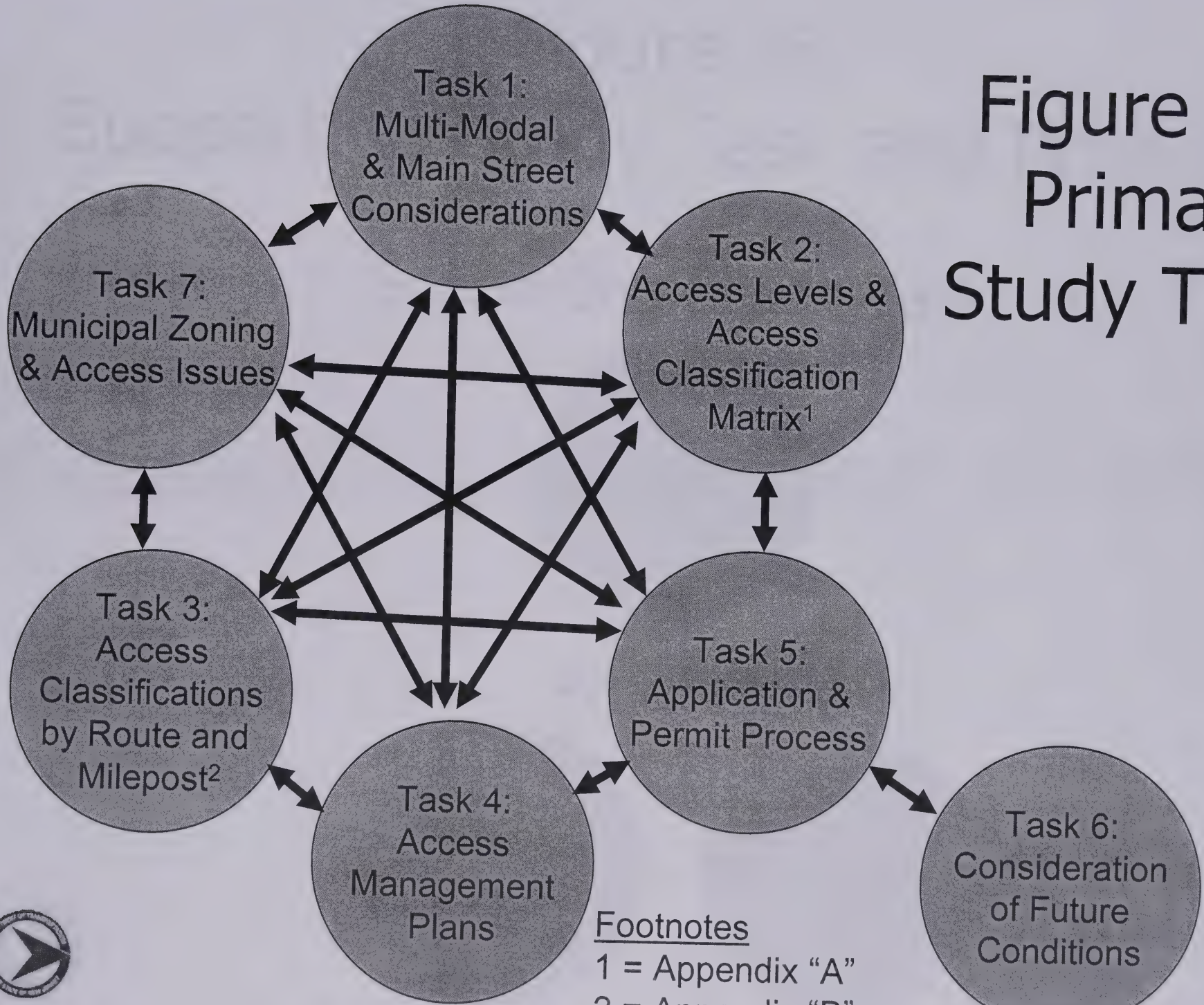
- The absence of smart growth strategies in the Code;
- Access Management Plans (Code Subchapter 6) are burdensome to implement and thus underutilized; and
- Municipal land use control procedures are not always aligned with the Code.

2.2 Scope of this Report

As part this study, the consultant team is developing a draft "blueprint" to identify a comprehensive set of changes to the Code, encompassing policies, procedures, and specific provisions. The blueprint presents potential revisions to the Code to reflect smart growth principles and the SDRP.

The study is comprised of 10 tasks. As shown in Figures 1A, Tasks 1 through 7 are interrelated; each of these tasks needs to be addressed along with elements of the other tasks. Due to their interrelated nature, work-to-date on each of the first seven tasks has been proceeding concurrently, rather than sequentially. Therefore, the blueprint described in this report addresses key items included in the scope as part of these first seven tasks. As Figure 1B shows, Task 8 is a supporting task involving community outreach to provide input to the study team from stakeholders and other interested parties. In Tasks 9 and 10, products will be developed resulting from previous tasks involving potential modifications to both the Code itself and the enabling legislation (the State Highway Access Management Act), respectively.

Figure 1A: Primary Study Tasks


Task 1: Multi-Modal & Main Street Considerations
Task 2: Access Levels & Access Classification Matrix[1]
Task 3: Access Classifications by Route and Milepost[2]
Task 4: Access Management Plans
Task 5: Application & Permit Process
Task 6: Consideration of Future Conditions
Task 7: Municipal Zoning & Access Issues

Footnotes
1 = Appendix "A"
2 = Appendix "B"

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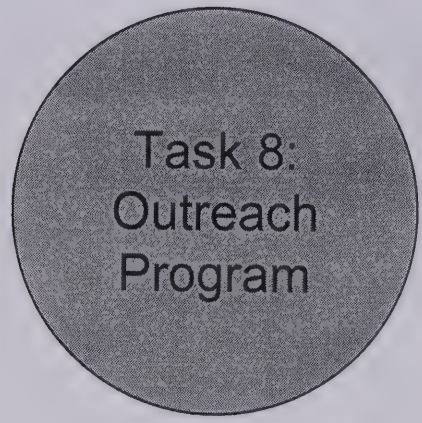
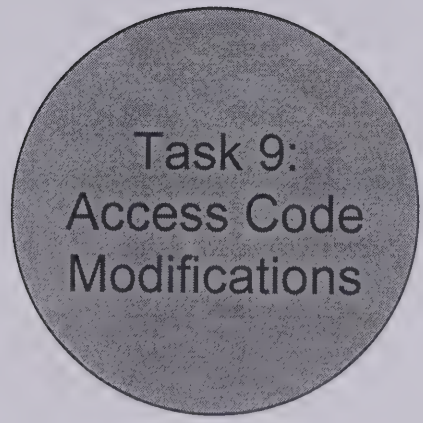
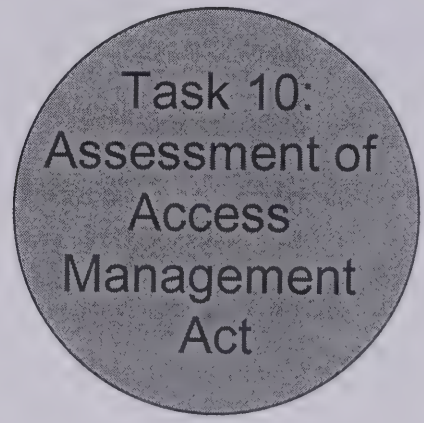
Figure 1B:
Supporting Study Task and Products

Supporting Study Task



Products





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This preliminary report provides an overview of the draft blueprint that is being developed by the consultant team, and provides a detailed description of the relationships among its various components. This is a work in progress and changes will be made as the study progresses, including refinements to some components to reflect review comments and the inclusion of additional components based on the evolving blueprint. This report also identifies which components are associated with each of the study tasks. An overview of the decision processes that constitute the blueprint is provided first, followed by detailed descriptions of individual components (documents, etc.) that are involved in these decision-making processes.

The following items are addressed in this report:

- A decision-making process for NJDOT actions related to the Access Code;
- A process for the designation of a main street along a State highway;
- The composition of a Main Street Memorandum of Understanding (MOU) between NJDOT and a local government;
- The composition of a Main Street Mobility Plan;
- Potential revisions to Appendices "A" and "B";
- Potential revisions, including additional requirements and incentives, associated with the Traffic Impact Study (TIS) process; and
- A description of how NJ TRANSIT could potentially be involved in the access permit review process.

3.0 DRAFT BLUEPRINT OVERVIEW

The draft version of the blueprint—referred to in this report as the "Access Code Action Blueprint"—currently consists of multiple components, as shown in Figure 2. This section of the report provides an overview of these components and their relationships to each other. The details of specific blueprint components are described in a subsequent section of this report. Many key components of the blueprint shown in Figure 2 (and in other figures throughout this report) have been highlighted in colors to indicate their relationship to specific tasks identified in the study scope.

The flow-chart in Figure 2 outlines a basic decision-making process to determine what steps must be taken in connection with specific access management related, action-items that may require NJDOT involvement for a particular State highway segment. The action-items that NJDOT encounters most frequently, that involve the Code, are identified to be the following:

1) The Department initiating a highway improvement project and deciding to make access changes;
2) The Bureau of Statewide Planning receiving an Access Classification change request; or
3) The Department conducting an Access Review.

In each of these three cases, the first set of decisions would consider whether or not a pre-established Main Street Memorandum of Understanding (MOU) (described below) or Access Management Plan (AMP) (either in its current form or in a new form to be identified later in the study) exists for the segment of highway in question. If so, the specific policies, procedures, and criteria described in these documents (one or both) govern the access-related actions that are required to be taken by NJDOT, the local municipality, and/or the developer with respect to the subject State highway segment and the supporting local street system. *The specific requirements for a Main Street MOU are described in sub-section 4.3.4 of this report. The specific requirements for an Access Management Plan are being formulated and will be described in a future document.*

As shown in Figure 2, if neither an AMP nor a Main Street MOU applies to the specific State highway segment in question, a different process is followed, as is currently the case, depending upon which of the following three action-items is involved:

1) Highway Improvement Project

For highway improvement projects where no AMP or Main Street MOU exists, NJDOT's Division of Design Services would consult Appendices "A" and "B" of the Access Code. Procedurally, this is what is done currently. However, this study is identifying potential modifications to both appendices to reflect Planning Area and Endorsed Plan designations specified in the SDRP. Despite key changes to the details contained within both appendices (described in a subsequent section of this report), the general format of Appendices "A" and "B" would remain similar to the current format. *Potential revisions to Appendices "A" and "B" are described in sub-sections 4.1 and 4.2, respectively, in this report.*

Figure 2 Blueprint

Follow AMP provisions and Main Street MOU

Follow Main Street MOU

Access
- Includes coordination wit
Transit
- Includes coordination wit
Bureau of Pedestrian and
- Follow existing process u
and "B"
- Includes TIS allowances
encourage/discourage gro

ation change request
ccess classification change
ss in Code Subchapter 5
ndices "A" and "B"[3]

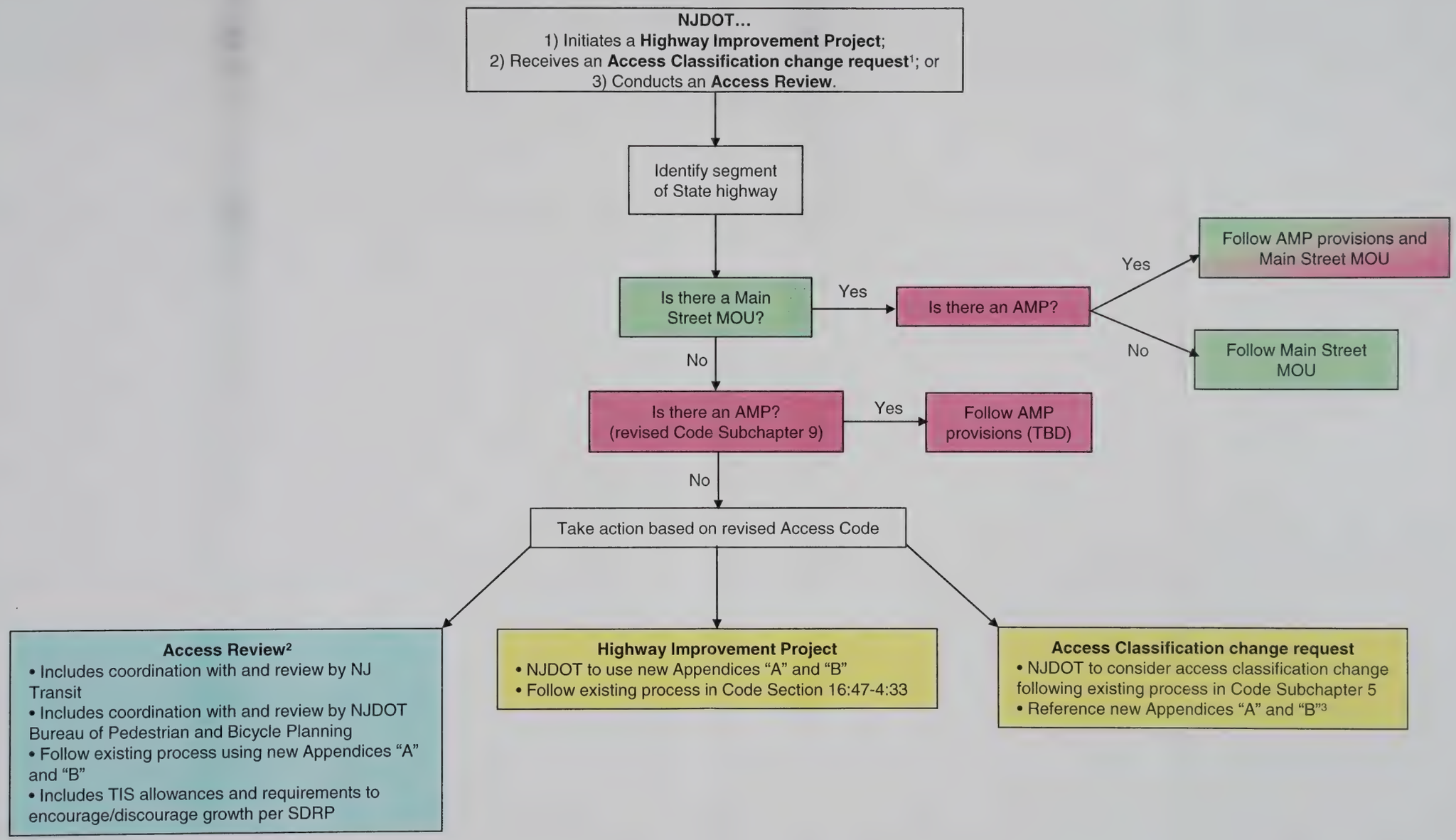
AMP = Access Management Plan
MOU = Memorandum of Understanding
1 – Including changes to access classification, access level, o
2 – See Figure 4 for Access Permit and Transit Coordination F
3 – See report sub-sections 4.1 and 4.2

Task 1: Multi-Modal/Main Streets

Task
Task 3

Task 7: Zoning and Access Issues

Figure 2: Draft Access Code Action Blueprint


NJDOT…
1) Initiates a Highway Improvement Project;
2) Receives an Access Classification change request[1]; or
3) Conducts an Access Review.
Identify segment of State highway
Is there a Main Street MOU?
Yes
Is there an AMP?
Yes
Follow AMP provisions and Main Street MOU
No
Follow Main Street MOU
No
Is there an AMP? (revised Code Subchapter 9)
Yes
Follow AMP provisions (TBD)
No
Take action based on revised Access Code
Access Review[2]
• Includes coordination with and review by NJ Transit
• Includes coordination with and review by NJDOT Bureau of Pedestrian and Bicycle Planning
• Follow existing process using new Appendices "A" and "B"
• Includes TIS allowances and requirements to encourage/discourage growth per SDRP
Highway Improvement Project
• NJDOT to use new Appendices "A" and "B"
• Follow existing process in Code Section 16:47-4:33
Access Classification change request
• NJDOT to consider access classification change following existing process in Code Subchapter 5
• Reference new Appendices "A" and "B"[3]

AMP = Access Management Plan
MOU = Memorandum of Understanding
1 – Including changes to access classification, access level, or Desirable Typical Section (DTS).
2 – See Figure 4 for Access Permit and Transit Coordination Process
3 – See report sub-sections 4.1 and 4.2

Task 1: Multi-Modal/Main Streets

Task 2: Access Matrix / Appendix "A" and Task 3: Access Classification / Appendix "B"

Task 4: Access Management Plans

Task 5: Application and Permit Process

Task 7: Zoning and Access Issues

2) Access Classification change requests

No changes are envisioned with respect to the current *process* used by NJDOT's Bureau of Statewide Planning to evaluate requests for access classification changes. Statewide Planning staff is anticipated to continue to follow the current process, identified in Code Subchapter 5, for reviewing and approving changes to access classifications, access levels, or Desirable Typical Sections (DTS). However, the revised versions of Appendix "A" and Appendix "B" would serve as the new reference source for Statewide Planning staff during the review and approval process. *Potential revisions to Appendices "A" and "B" are described in sub-sections 4.1 and 4.2, respectively of this report.*

3) Access Reviews

For developers or property owners seeking site access to the State highway system, NJDOT's access permit submittal requirements (checklists) vary based on which of the three categories of permit is required:

- Major Access Permit with Planning Review (checklist in Code Section 16:47-4.14),
- Major Access Permit (checklist in Code Section 16:47-4.12), or
- Minor Access Permit (checklists in Code Sections 16:47-4.9 or 16:47-4.10).

For the "Major Access Permit with Planning Review" category, the Access Code currently specifies that a Traffic Impact Study (TIS) must be prepared. A range of new TIS criteria are identified to provide development incentives for sites located in areas where growth is to be encouraged (i.e. Centers, and Metropolitan and Suburban Planning Areas), and disincentives for the development of sites located in areas where growth is to be discouraged (i.e. Rural and Environmentally-Sensitive Planning Areas). *These criteria are described in detail in sub-section 4.4.3 of this report.*

In addition, NJDOT's Bureau of Pedestrian and Bicycle Planning would review access permit applications to provide input regarding these modes. NJ TRANSIT would also provide review and comment on applications for development sites proximate to transit facilities. *These reviews are described in further detail in section 4.4 of this report.* The revised Appendices "A" and "B" would also be used as references for permit application reviews.

4.0 DRAFT BLUEPRINT COMPONENTS

This section provides a detailed description of key components of the blueprint identified previously in this report. Some components (such as Appendices "A" and "B") involve changes to existing components of the current Code, whereas other components (such as the Main Street MOU and the Main Street Mobility Plan) are entirely new.

4.1 Potential Revisions to Appendix "A"

Table 1 identifies potential revisions to Appendix "A" that are subject to further review and discussion. These revisions include categorizing State highway segments according to their location within a Planning Area or a Center (including both Endorsed Centers and Designated Centers) and potential changes in individual Access Levels. The functional classification, cross section (divided, undivided, or 2-lane), and the speed ("high" or "low") of the highway segment are retained for use in determining the Access Level. A revised Appendix "A" would be intended for application along State highways that are not otherwise designated as a Main Street or part of an Access Management Plan.

It should be noted that the revised version of Appendix "A" shown in Table 1 evolved through several iterations, based on discussions with NJDOT staff and among the consultant team members. *Appendix 1 of this report contains an overview of the evolution of Appendix "A".* Potential changes to individual Access Levels within Appendix "A" are shown in the highlighted cells within Table 1. (The existing access levels in the current version of Appendix "A" are shown as ~~strikethrough~~).

As illustrated in the lower portion of Table 1, for 2-lane Major or Minor Collectors in Fringe, Rural or Environmentally-Sensitive Planning Areas, the access level is shown as more restrictive in these Planning Areas (where growth is to be discouraged), changing from Access Level 6 to Access Level 5. Similarly, the Access Level has been changed from AL5 to AL4 to be more restrictive for low speed, 2-lane, Accessible Principal Arterials in Fringe, Rural or Environmentally-Sensitive Areas. For low-speed, divided, Accessible Principal Arterials in these three Planning Areas, AL2 could apply to 45 mph roadways and AL3 could apply to 40 mph roadways.

NJDOT is in the process of deciding whether AL2 should apply in Metropolitan or Suburban Planning Areas. Modifications identified in the Code reevaluation study will need to be consistent with the policy that is established. As currently shown for discussion purposes in the upper portion of Table 1, for divided Accessible Principal Arterials, AL2 could apply within Centers (regardless of Planning Area), and AL3 would apply within Metropolitan or Suburban Planning Areas (outside of Centers).

As noted previously, the potential revisions to Appendix "A" described above are subject to further review and discussion.

Table 1
Potential Appendix "A"
Access Classification Matrix
Based on Desirable Typical Sections

WITHIN CENTERS AND METROPOLITAN / SUBURBAN PLANNING AREAS						
All other streets						
Access Class	High Speed (>=45 mph)			Low Speed (<45 mph)		
	Divided	Undivided Multi-Lane	2-lane	Divided	Undivided Multi-Lane	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	2 or 3*3	4	4	2 or 3*3	4	5
Minor Arterials	3/4	4	5	3/4	4	5
Collector Roads	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

FRINGE / RURAL / ENVIRONMENTALLY-SENSITIVE PLANNING AREAS						
All other streets						
Access Class	High Speed (>=50 mph)			Low Speed (<50 mph)		
	Divided	Undivided Multi-Lane	2-lane	Divided	Undivided Multi-Lane	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	2	4	4	2 or 3*3	4	~~4~~ 5
Minor Arterials	2	4	5	3/4	4	5
Major Collectors	3/4	5	~~5~~ 6	4	5	~~5~~ 6
Minor Collectors	4	5	~~5~~ 6	4	5	~~5~~ 6
Local Roads	4	6	6	4	6	6

Access Level Description

1 Fully-controlled access (access cell 0)
2 Access at street intersections or grade-separated interchanges
3 Right-turn access to and from an access point with left-turn access via jughandle where signalized spacing standards met
4 Right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an access point
5 Access to and from an access point limited by spacing requirements and safety considerations
6 Access to and from an access point, limited by edge clearance and safety considerations

Note for cells with access level 3/4; access level will depend on department plans for the route

4.2 Potential Revisions to Appendix "B"

Appendix "B" currently includes the following columns (i.e. fields) of information:

Descriptor
- Route number
- Mileposts (beginning and ending)
- Access Level
- Desirable Typical Section
- Cell number (in Appendix "A")

A revised version of Appendix "B" is identified that would add the following columns for all State highway segments:

Descriptor
- Planning Area
- Type of Center
- Main Street designation exists (yes or no)
- Transit Village designation exists (yes or no; information to be provided by NJDOT)
- Access Management Plan exists (yes or no)

One outstanding issue is whether to retain Appendix "B" as an integral part of the Access Code, or to separate it from the Code for use as an associated reference. Removing it from the Code would allow any updates or changes to be made to Appendix "B" without the need for NJDOT to undertake the formal rule-making process,. However, at the present time, it appears that removal of Appendix "B" from the Code may require changing the New Jersey Access Management Act from which the Code's statutory authority is derived. Changes or modifications to the Act could be pursued, but this process may also open the door for other, unintended changes.

4.3 Introduction of Main Streets into Access Code

One of the key components needed to reflect smart growth in the Code is a basic decision-making process to be followed to designate a State highway segment as a main street. As described below, main streets reflect a unique blend of land use and transportation characteristics, and form an integral part of a smart growth strategy.

4.3.1 What are Main Streets?

The designation of "main streets" along State highways can advance smart growth strategies by transforming these roadways from a simple infrastructure need (exclusively for mobility and property access purposes) into a focal point for the communities they serve from business, political, social, cultural, and symbolic perspectives. In essence, main streets are the heart of civic life and are distinctly recognized as the "town center" within the community. The form and function of traditional main streets discourage high-speed traffic, invite pedestrian and alternate mode travel through design features at a human scale, provide an inviting and interesting mix of land uses, and balance the mobility and access needs of motorists with those of pedestrians.

Ultimately, the vitality and "sense of place" that successful main streets provide attract people and businesses into the community, and can reduce the propensity for sprawl and urban decay. This community focus is central to the SDRP and the concept of smart growth.

In the report *Flexible Design of New Jersey's Main Streets* (Reference 1) the Voorhees Transportation Center researchers define main streets as:

> *All highways and streets whose adjacent land uses require accommodation of pedestrians and bicyclists, serious consideration of street aesthetics, and a degree of traffic calming.*

Furthermore, the Voorhees research team notes that main streets are:

> *Not just channels for vehicular movement but places in their own right worth preserving and enhancing.*

An investigation into practices in other states revealed that the Oregon Department of Transportation (ODOT) has conducted research on main streets and made considerable efforts to accommodate them within the context of the Oregon State highway system. In the publication *Main Streets...When A Highway Runs Through It: A Handbook for Oregon Communities* (Reference 2), ODOT identifies main streets as having the following transportation and land use characteristics:

- The "main street area" encompasses at least several blocks both in length and width;
- Blocks lengths are typically short;
- The local street network is interconnected;
- Sidewalks are wide enough for pedestrians to walk side-by-side;
- On-street parking is provided;
- Development is compact and offers a mix of uses; and
- Buildings are spaced close together and are close to the street.

4.3.2 Main Street Initiative in New Jersey

In an effort to respond to current trends in context-sensitive design, the New Jersey State legislature reauthorized the Transportation Trust Fund in 2003 with a declaration that NJDOT should address issues of context-sensitive design, particularly as they relate to State highways aligned through developed cities and towns in New Jersey. The legislature recognized the detrimental impacts that high-speed traffic along such highways had on the function and future growth potential of these communities (Reference 1).

In response to this mandate, NJDOT sponsored extensive research into main streets, and continues to seek ways of including main streets in the regulatory processes of the Department. As an example, the New Jersey Futures in Transportation (NJFIT) initiative seeks to integrates "road building" and "community building" by coordinating development and redevelopment in cities and towns throughout New Jersey with transportation needs and investments. One of the outcomes of the NJFIT initiative is the revitalization of main streets by looking beyond the mobility function of roadways and considering the travel convenience, safety, economic, and social benefits that can be achieved by a "balanced and lively Main Street." Because main

streets are an important component of smart growth, and are an area of interest to NJDOT, the challenge with respect to this study is to find a way to integrate the designation of main streets into the Access Code.

4.3.3 Potential Main Street Designation Process

The preservation of existing roadways that operate like main streets, and the potential creation of new main streets are key ingredients to smart growth from a transportation perspective. To address these needs, Figure 3 outlines a basic decision-making process to be followed in order for a State highway segment to be designated as a main street. As shown in Figure 3, a local municipality must first propose that NJDOT consider such a designation for a specific State highway segment. Once such a proposal is made, there are three ways that a State highway can be designated as a main street.

The first and most direct path to achieving a main street designation involves consideration of existing conditions along the State highway segment. Using this approach, the highway segment's existing "main street score" is calculated according to the formula developed by Voorhees researchers and described in the *Scoring Formula for New Jersey's Main Streets* report (Reference 3). This formula, shown below, quantifies a particular highway's level of "main street-ness" based on a variety of variables that were determined to be statistically significant as part of the research effort:

Main Street Score =
+ 0.492 x proportion of buildings that house commercial uses
- 0.970 x proportion of street frontage made up of dead space
+ 1.053 x proportion of street frontage occupied by parked cars
+ 0.855 x proportion of street frontage covered by tree canopy
- 0.199 x number of travel lanes
+ 0.0483 x average sidewalk width
+ 0.509 x curb extensions present (value is 1 for "extensions present", or 0 otherwise)

Appendix 2 of this report contains a summary of State highways with calculated main street scores, obtained from Reference 3.

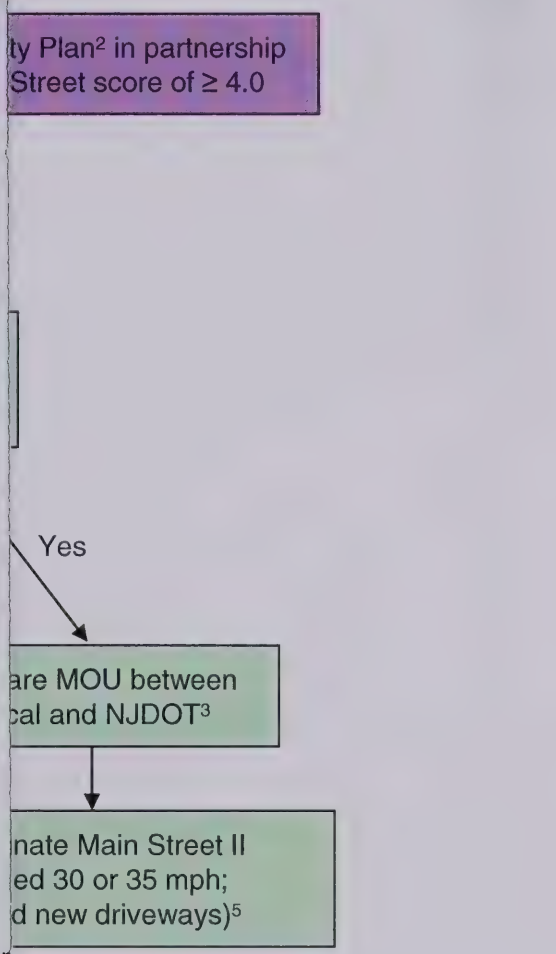
A roadway would be classified as a Type I Main Street, following preparation of a detailed Main Street MOU between NJDOT and the municipality, if the subject highway segment is found to:

1) Have a main street score exceeding a particular threshold (a threshold of 4.0 is proposed), and

2) Have an existing posted speed of 25 miles per hour (mph) or less.

A posted speed of 25 mph was selected for consideration of existing conditions because it indicates generally that NJDOT recognizes that the State highway involved serves other purposes as well as vehicular traffic because of its relatively low-speed. *Type I and Type II Main Streets are described in sub-section 4.3.4 of this report. The composition of a Main Street MOU is described in sub-section 4.3.5 of this report.*

Figure 3: Process



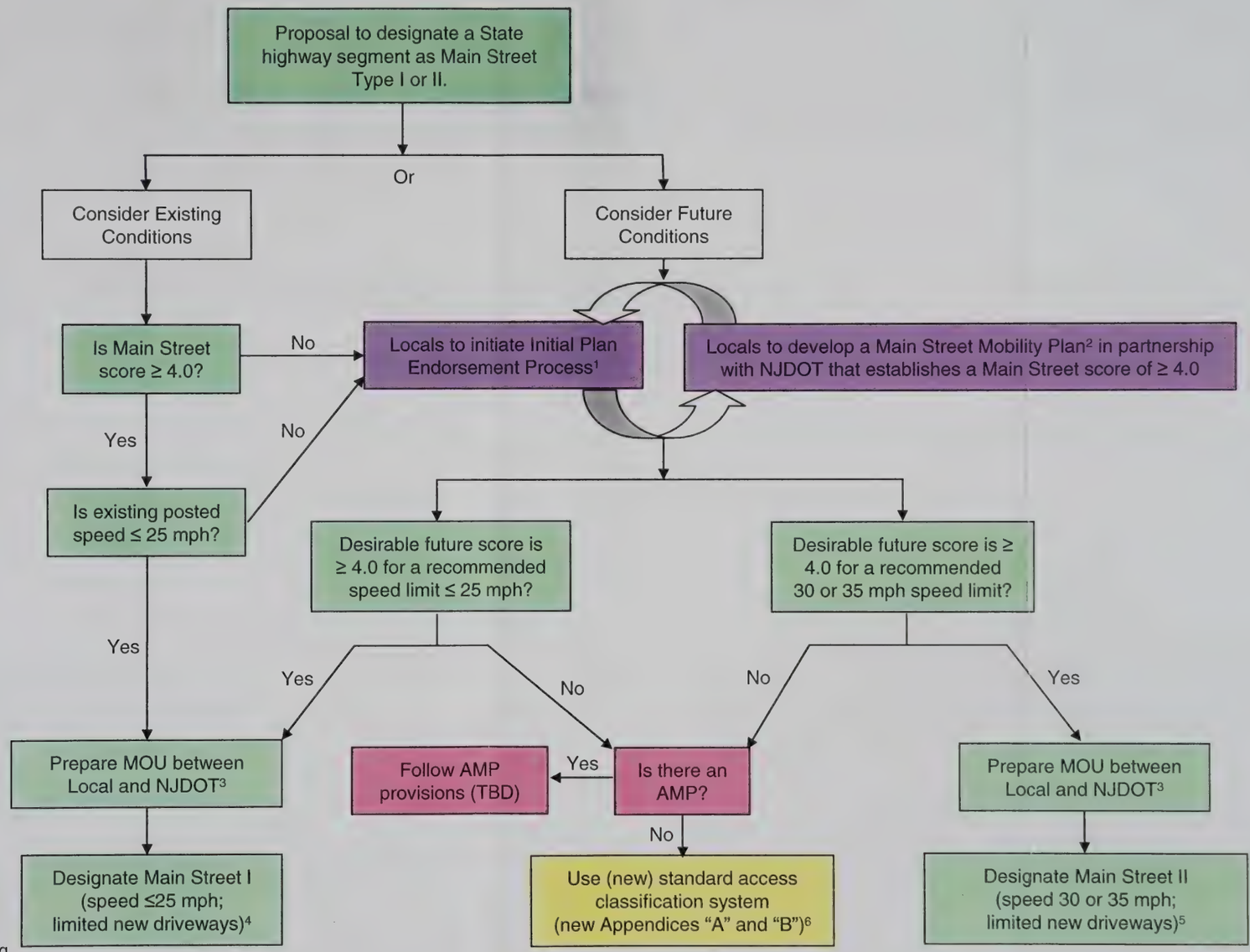
AMP = Access Management Plan; MOU = Memorandum of Under
1 – Process may be simplified if locality is part of an existing Desig
2 – See report sub-section 4.3.6
3 – See report sub-section 4.3.5
4 – No driveways would be permitted under normal circumstances ould be demonstrated that the driveway provides an operational benefit to the corridor. For block lengths exceeding 40 ess than 100 feet, or the number of driveways per block exceed the number allowed by the local jurisdiction. The purpose traffic (see report sub-section 4.3.3).
5 – For block lengths of 400 feet or less, one driveway per block w driveways would be permitted only when special circumstances exist and it could be demonstrated that there is an ceed the number allowed by the local jurisdiction (see report sub-section 4.3.3).
6 – See report sub-sections 4.1 and 4.2, respectively.

Task 1: Multi-Modal/Main Streets

Task
Task 3

Task 7: Zoning and Access Issues

Figure 3: Draft Main Street Designation Process


Proposal to designate a State highway segment as Main Street Type I or II.
Or
Consider Existing Conditions
Consider Future Conditions
Is Main Street score ≥ 4.0?
No
Locals to initiate Initial Plan Endorsement Process[1]
Locals to develop a Main Street Mobility Plan[2] in partnership with NJDOT that establishes a Main Street score of ≥ 4.0
Yes
No
Is existing posted speed ≤ 25 mph?
Desirable future score is ≥ 4.0 for a recommended speed limit ≤ 25 mph?
Desirable future score is ≥ 4.0 for a recommended 30 or 35 mph speed limit?
Yes
Yes
No
No
Yes
Prepare MOU between Local and NJDOT[3]
Follow AMP provisions (TBD)
Yes
Is there an AMP?
Prepare MOU between Local and NJDOT[3]
No
Designate Main Street I (speed ≤25 mph; limited new driveways)[4]
Use (new) standard access classification system (new Appendices "A" and "B")[6]
Designate Main Street II (speed 30 or 35 mph; limited new driveways)[5]

AMP = Access Management Plan; MOU = Memorandum of Understanding

1 – Process may be simplified if locality is part of an existing Designated Center.

2 – See report sub-section 4.3.6

3 – See report sub-section 4.3.5

4 – No driveways would be permitted under normal circumstances. For block lengths of 400 feet or less, a maximum of one driveway per block would be permitted only when special circumstances exist and it could be demonstrated that the driveway provides an operational benefit to the corridor. For block lengths exceeding 400 feet, a driveway may be permitted every 200 feet subject to these same conditions. However, under no circumstances would the spacing be less than 100 feet, or the number of driveways per block exceed the number allowed by the local jurisdiction. The purpose of these strict driveway spacing limitations is to minimize conflicts between driveway traffic, pedestrian movements on the sidewalk, and through traffic (see report sub-section 4.3.3).

5 – For block lengths of 400 feet or less, one driveway per block would be permitted under normal circumstances. For block lengths exceeding 400 feet, a driveway may be permitted every 200 feet. Additional driveways would be permitted only when special circumstances exist and it could be demonstrated that there is an operational benefit to the corridor, but under no circumstances would the spacing be less than 100 feet or the number of driveways per block exceed the number allowed by the local jurisdiction (see report sub-section 4.3.3).

6 – See report sub-sections 4.1 and 4.2, respectively.

If the existing main street score falls below the required threshold that is established (e.g. 4.0), or if the subject highway segment has an existing posted speed limit of more than 25 mph, a main street can still be designated along a State highway through a second path in this process. Following this second path, a municipality must initiate and complete the Initial Plan Endorsement Process and also prepare a Main Street Mobility Plan that involves a specific combination of transportation planning and land use actions that serve to raise the main street score of the subject highway segment above the 4.0 threshold.

Following the Initial Plan Endorsement Petition and the successful completion of a Main Street Mobility Plan, an MOU between NJDOT and the municipality must then be prepared to set forth the responsibilities of each agency. (A Type I Main Street would apply where the posted speed is less than or equal or 25 mph, and a Type II Main Street where the posted speed is 30 mph or 35 mph.) However, if the projected future main street score still does not exceed the required threshold, the highway segment in question remains subject to the standard access classification system (i.e. revised Appendices "A" and "B"), unless an AMP exists (based on the existing process) or is developed (as part of a revised AMP process that may be developed as part of this study).

The third way in which a main street designation can be achieved is through explicit consideration of future conditions only. This approach is intended to be applied to highway segments where a main street does not currently exist, but one is desired by the municipality in the future. The process is similar to that described above, whereby a municipality must complete the Initial Plan Endorsement Process and prepare a Main Street Mobility Plan that serves to raise the future main street score above the 4.0 threshold. This process is followed by preparation of the required MOU between NJDOT and the municipality.

It should be noted that the two latter approaches to designating a main street along a State highway (i.e. via the Initial Plan Endorsement Process and Main Street Mobility Plan) can apply where no main street currently exists. These approaches enable a municipality, working with NJDOT, to take the necessary actions that will create a future main street.

4.3.4 Main Street Types

Based on discussions with NJDOT staff, the consultant team developed distinct designation processes and access-spacing criteria for two types of main streets: Type I and Type II.

Type I – For State highways designated as Type I Main Streets, a roadway's functions as a through traffic street and as a means of providing access to adjacent properties are specifically intended to be subordinate to the needs of pedestrians in the area. For this reason, posted speeds along Type I Main Streets are no more than 25 mph.

No driveways would be permitted along Type I Main Streets under normal circumstances. For block lengths of 400 feet or less, a maximum of one driveway per block would be permitted only when special circumstances exist and it could be demonstrated that the driveway provides an operational benefit to the corridor and does not cause a significant detriment to pedestrian safety or mobility. For block lengths exceeding 400 feet, a driveway may be permitted every 200 feet subject to the same conditions above. However, under no circumstances would the spacing be

less than 100 feet, or the number of driveways per block exceed the number allowed by the local jurisdiction. The purpose of these strict driveway spacing limitations is to minimize conflicts between driveway traffic, pedestrian movements on the sidewalk, and through traffic.

Type II – Type II Main Streets apply to State highways that meet a recommended minimum main street scoring threshold of 3.0, and have posted speeds of 30 or 35 mph (compared to 25 mph for Type I Main Streets). Although Type II Main Streets still have relatively low posted speed limits, they are intended to function with more priority placed on providing for the through movement of traffic and vehicular access than would a Type I Main Street which is located in a more pedestrian-oriented environment.

For block lengths of 400 feet or less, one driveway per block would be permitted along Type II Main Streets under normal circumstances. For block lengths exceeding 400 feet, a driveway may be permitted every 200 feet. Additional driveways would be permitted only when special circumstances exist and it could be demonstrated that there is an operational benefit to the corridor, but under no circumstances would the spacing be less than 100 feet or the number of driveways per block exceed the number allowed by the local jurisdiction.

In order for a State highway to receive a Type II Main Street designation, the municipality must complete the Initial Plan Endorsement Process, a Main Street Mobility Plan must be prepared by the municipality and approved by NJDOT, and an MOU must be established between the municipality and NJDOT.

4.3.5 Main Street Memorandum of Understanding

As would be established in this process, the MOU is a key document in the main street designation process, serving as a formal agreement between the municipality and NJDOT, and outlining the responsibilities for both agencies to ensure that the character of the main street can be achieved and preserved over time. Its specific purpose is to memorialize the agreements and commitments made by both parties regarding the management of access, the application of street design standards to reflect multi-modal users, and the application of land use controls. The MOU:

- Defines the scope, including the milepost limits of the main street and the associated transition zones;
- Sets forth the agreements between NJDOT and the municipality regarding the overall objectives and guiding design principles for the main street;
- Certifies the individual commitments and responsibilities for NJDOT and the municipality in order to establish or preserve the main street; and
- Establishes requirements for the municipality with respect to monitoring, enforcing, and updating the MOU.

The MOU is intended for signature by appropriate representatives of both the municipality and NJDOT. *Appendices 3 and 4 contain draft MOUs for Main Street Types I and II, respectively.*

4.3.6 Main Street Mobility Plan

Whereas Type I Main Streets apply to State highways with a posted speed of 25 mph—and, as such, are recognized as being appropriate for accommodating significant pedestrian activity—Type II Main Streets are intended to achieve a more balanced accommodation of through traffic, pedestrian activity, and vehicular access to adjacent properties. Consequently, Type II Main Streets (those with posted speeds of 30 or 35 mph) require examination of the main street in a wider context within the community's local transportation system (including consideration of local street connections and parallel roadways). For this reason, a Main Street Mobility Plan (MSMP) is required to supplement the MOU for Type II Main Streets, and establish the functional requirements of the roadway within the context of the local transportation system.

The MSMP includes the following basic elements relative to a Type II Main Street:

- Goals and Objectives – Including the relationship of the main street to the transportation system and associated facilities, as well as its relationship to community goals and values;
- Scope – The background and rationale for defining milepost limits for the main street, as well as the associated transition zones;
- Transportation Analysis – An engineering analysis of regional and local traffic on the network is required;
- Main Street features – Including design speeds, mobility standards, signal spacing standards, street design treatments, parking strategies, transit access features, and traffic calming features;
- Master Plan Element – Demonstrates the communities provisions for an interconnected local street network, as well as pedestrian and bicycle facilities;
- Land Development Element – Limitations on driveways, provisions for building setbacks, and allowances for mixed-use developments.

The MSMP is the result of a collaborative effort by NJDOT and the local municipality, with input from the following stakeholders:

- Main street businesses and property owners;
- Prospective main street developers;
- Residents of adjacent neighborhoods;
- Representatives of adjacent municipalities;
- Representatives of the host county (and adjacent counties, if proximate);
- Representatives of the respective MPO; and
- New Jersey Department of Community Affairs (Office of Smart Growth).

Ultimately, the MSMP must be approved by NJDOT and adopted by the municipality as an additional element of its Master Plan. Through the MSMP, the municipality and NJDOT agree on the function of the Type II Main Street as a corridor balancing local traffic access and pedestrian activity with the movement of through traffic. *Appendix 5 contains an overview of the draft Main Street Mobility Plan.*

4.3.7 Potential Main Streets in New Jersey

Following development of the draft main street designation process described above, the consultant team conducted a screening of the New Jersey State highway system to identify potential main street candidate roadways under existing conditions. The screening process revealed that, of the total State highway roadway mileage, there are currently:

- Approximately 19.4 miles with existing posted speeds of 25 mph or less;
- Approximately 66.8 miles with existing posted speeds of 30 mph; and
- Approximately 178.9 miles with existing posted speeds of 35 mph.

Therefore, the combined total State highway mileage that potentially could be considered for a main street designation (Main Street Type I or II) is 265.1 miles, which constitutes approximately 14-percent of the total mileage on the State highway system (not including interstates and other fully access-controlled highways). This represents the upper limit for State roadways that may potentially be candidates for a main street designation. It may be expected that potential main street designation actually would be considered for candidate roadways that represent a much more limited subset of this mileage.

Of the roadways with existing posted speeds of 25 mph or less, an additional screening was conducted to identify segments that:

- Were greater than 0.10 mile in length;
- Had an existing cross-section of five (5) lanes or less; and
- Were located within an existing Designated Center.

Due to their length, cross-sectional characteristics, and location within a Center, the following roadway segments were determined to be among the candidates for a potential Main Street Type I designation:

- NJ-15 in Dover (Morris County)
- NJ-27 in Princeton (Mercer County)
- NJ-33 in Hightstown (Mercer County)
- NJ-45 and NJ-49 in Salem City (Salem County)
- NJ-57 in Washington (Warren County)
- NJ-94 in Newton (Sussex County)
- US-202 in Bedminster and Bernardsville (Somerset County)
- US-206 in Princeton (Mercer County)

It should be noted that the consultant team discovered some potential inaccuracies with the GIS database during the screening process. This typically occurred in instances where roadways were found to have discontinuities in the Center designation over relatively short distances. Such cases involved roadways where a short segment identified as outside of a particular Center was flanked by two segments within the same Center. This discontinuity may be the result of the inaccuracies in the GIS database, whereby a segment of the roadway is intended to delineate the border of the Center, but is not included within the Center according to the database. This issue

underscores the some inherent inaccuracies in the existing GIS database relating to Center and Planning Area boundaries.

4.4 Draft Access Permit and Transit Coordination Process

The access permit review process provides a critical opportunity for NJDOT—not only to establish the location and design of new access points, and assess the impacts of new trips on the State highway system—but to help shape growth throughout New Jersey through the considerable economic investments in the State that are made on behalf of the development community. These economic investments are made in the form of both land development (for the provision of valuable goods and services to the public) and the construction of public infrastructure (including roadways, sidewalks, public transit amenities, and other transportation-related features) both on-site and off-site.

However, whereas well-conceived, well-planned, and thoughtfully-designed developments bring vitality to the State by working in concert with the surrounding environs and attracting the public interest, ill-conceived and poorly-designed developments can suffer from a variety of maladies, including limited accessibility, inefficient on-site circulation and operations, excessive off-site traffic congestion, and aversion or disinterest by the public. It should be clear that private development activity and the substantial economic investments associated with it are significant and crucial elements in the success of future growth in the State. Considering the few opportunities that NJDOT has to shape that growth, the access permit review process plays a vital role within this larger context.

Figure 4 describes a potential access permit review process to be undertaken when NJDOT is approached by a property owner or developer seeking access to the State highway system. Figure 4 identifies some key changes to the process, including:

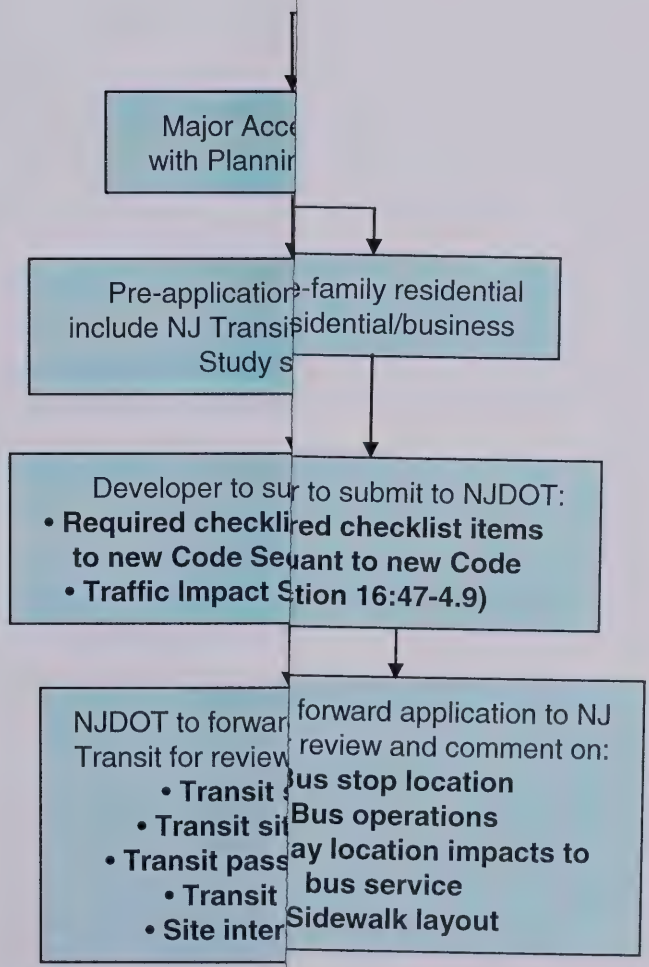
1) Formal integration of NJ TRANSIT as a review agency in the access permit review process;

2) Added smart growth-related site plan checklist requirements for all access permit applications; and

3) Added smart growth requirements and incentives for developments requiring preparation of a Traffic Impact Study (Major Access Permits with Planning Review).

The details of these changes are described in sub-sections 4.4.1 through 4.4.3, respectively, of this report.

Draft Access on Process



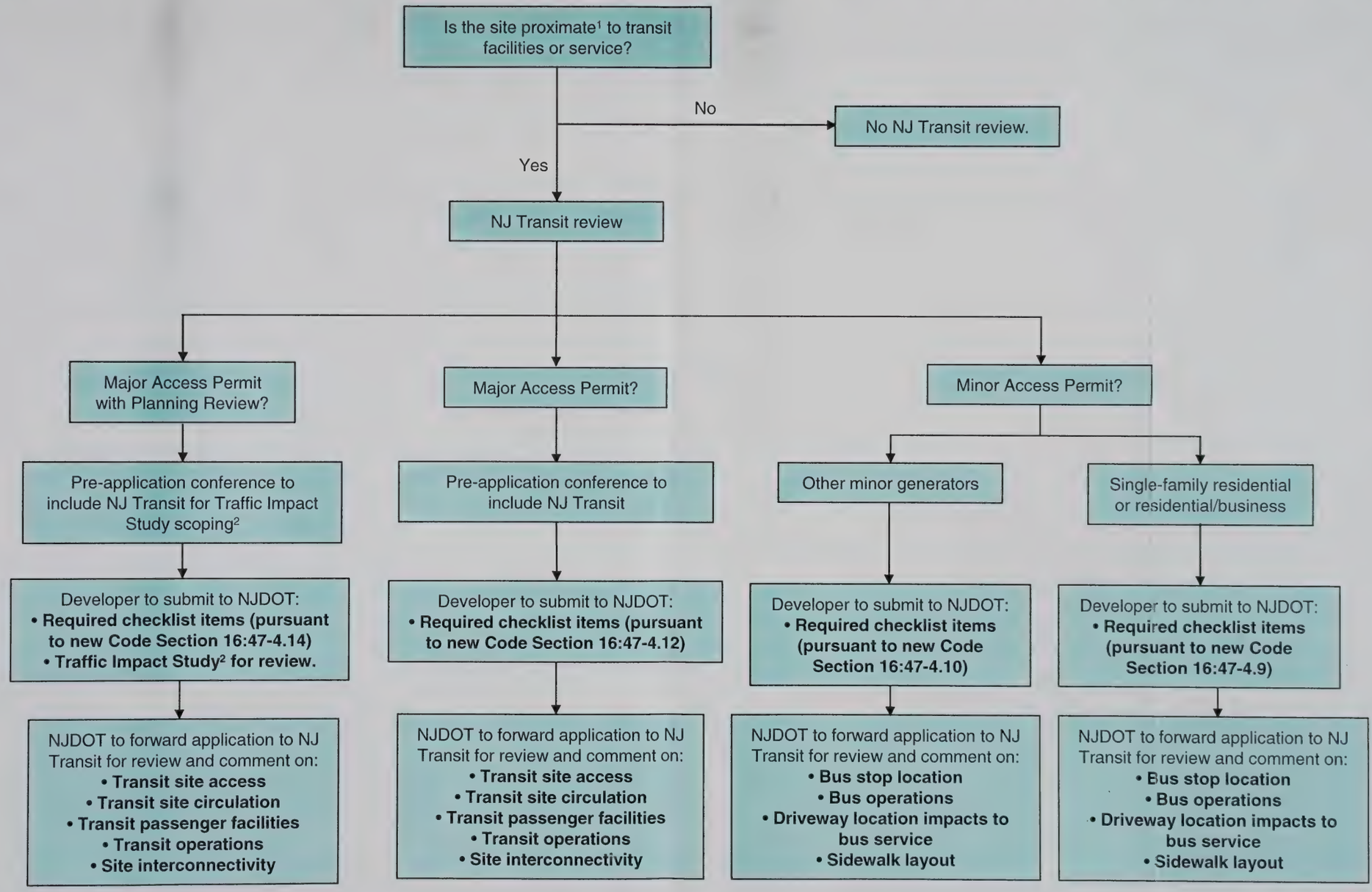
1 – "Proximity" is defined as ¼-mile to any bus route, or ½-mile to
2 – Traffic Impact Study (TIS) to be prepared in accordance with re
4.4.3).

Task 1: Multi-Modal/Main Streets

Task 2
Task 3:

Task 7: Zoning and Access Issues

Figure 4:
Draft Access Permit and Transit Coordination Process


Is the site proximate[1] to transit facilities or service?
No
No NJ Transit review.
Yes
NJ Transit review
Major Access Permit with Planning Review?
Major Access Permit?
Minor Access Permit?
Pre-application conference to include NJ Transit for Traffic Impact Study scoping[2]
Pre-application conference to include NJ Transit
Other minor generators
Single-family residential or residential/business
Developer to submit to NJDOT:
• Required checklist items (pursuant to new Code Section 16:47-4.14)
• Traffic Impact Study[2] for review.
Developer to submit to NJDOT:
• Required checklist items (pursuant to new Code Section 16:47-4.12)
Developer to submit to NJDOT:
• Required checklist items (pursuant to new Code Section 16:47-4.10)
Developer to submit to NJDOT:
• Required checklist items (pursuant to new Code Section 16:47-4.9)
NJDOT to forward application to NJ Transit for review and comment on:
• Transit site access
• Transit site circulation
• Transit passenger facilities
• Transit operations
• Site interconnectivity
NJDOT to forward application to NJ Transit for review and comment on:
• Transit site access
• Transit site circulation
• Transit passenger facilities
• Transit operations
• Site interconnectivity
NJDOT to forward application to NJ Transit for review and comment on:
• Bus stop location
• Bus operations
• Driveway location impacts to bus service
• Sidewalk layout
NJDOT to forward application to NJ Transit for review and comment on:
• Bus stop location
• Bus operations
• Driveway location impacts to bus service
• Sidewalk layout

1 – "Proximity" is defined as ¼-mile to any bus route, or ½-mile to any train station.
2 – Traffic Impact Study (TIS) to be prepared in accordance with revised TIS requirements and incentives (see report sub-section 4.4.3).

Task 1: Multi-Modal/Main Streets | Task 2: Access Matrix / Appendix "A" and Task 3: Access Classification / Appendix "B" | Task 4: Access Management Plans | Task 5: Application and Permit Process | Task 7: Zoning and Access Issues

4.4.1 Access Permit Review by NJ TRANSIT

Currently, NJ TRANSIT has little, if any, formal interaction with NJDOT with respect to the review of State highway access permit applications. Typically, on the rare instances when NJ TRANSIT is called upon to provide input regarding a development proposal and/or access permit application, it is after the site plan has been advanced to a significant degree and transit-related provisions cannot easily be implemented. The current treatment of transit as an afterthought in the access permit process is unfortunate because transit acts as a key component of smart growth by providing travel alternatives to the single-occupant vehicle. Transit services also accommodate members of the public who are not able to drive.

Because of its importance with respect to smart growth, transit issues need to be brought to light early in the development review process—as early as the pre-application conference. NJ TRANSIT staff has expressed a desire to be formally integrated into the review process for State highway access permit applications, and the potential modifications to the Access Code identified herein are intended to give them authority in this capacity.

As shown in Figure 4, NJ TRANSIT would be involved in the access permit review process for any development site proximate to NJ TRANSIT services or facilities (bus routes or rail stations). The applicant would be responsible for identifying the site's proximity to NJ TRANSIT facilities and services, and NJDOT's permit application form would need to be modified to add this field. It is suggested that any site located within a ¼-mile walking distance from any NJ TRANSIT bus route, or ½-mile walking distance from any NJ TRANSIT train station, be considered "proximate" for the purposes of the application.

For these sites, the level of involvement by NJ TRANSIT would depend upon which of the three types of permits is required. For "Major Access Permits" and "Major Access Permits with Planning Review," it is proposed that NJ TRANSIT initially participate in the pre-application conference between NJDOT and the property owner/developer to comment on transit-related issues and concerns to be addressed in the application. Later, upon receiving an application for either type of permit, NJDOT would forward a copy of the application to NJ TRANSIT for formal review and comment. NJ TRANSIT staff would provide a set of written comments regarding the application to the developer via NJDOT.

For Minor Access Permits, it is proposed that NJ TRANSIT review and provide comment on the application, which would include additional transit-related checklist requirements in Code Sections 16:47-4.9 and 16:47-4.10. NJ TRANSIT's involvement would not be required when the site is not proximate to any NJ TRANSIT service or facility.

As suggested by NJ TRANSIT staff during interviews with the consultant team, the existing inter-agency liaisons (currently Jim McKenna at NJ TRANSIT and Rick Jaffe at NJDOT) could continue to act in coordination roles to facilitate the review process between the two agencies. The review and commenting actions required on behalf of NJ TRANSIT could occur via the Passenger Facility Planning Division and be delegated to one or more NJ TRANSIT staff by the Director of this division. The review schedule would be consistent with that of NJDOT (perhaps slightly shorter to allow NJDOT staff time to review, discuss, and incorporate NJ TRANSIT's comments in a written response to the applicant).

4.4.2 Transit-Related Site-Plan Requirements

In addition to involving NJ TRANSIT in the access permit review process, transit-related provisions could potentially be required on site plans submitted by *all* applicants. In a draft memorandum (dated June 20, 2005) submitted to NJDOT's Bureau of Statewide Planning for consideration as part of this study, NJ TRANSIT suggested a variety of specific transit-related requirements in connection with site-plan submittals for access permits. The specific transit requirements suggested by NJ TRANSIT are described in this section, and could vary based on the type of access permit required.

Requirements for all permit applicants could include the following:

1) All permit applications must identify any bus services or routes on all streets adjacent to the site.

2) All permit applications must show the location of any existing bus stops adjacent to the site.

3) All proposed driveways shall not interfere with the operation and stopping patterns of public buses currently operating on State highways adjacent to the site.

4) Sidewalks shall be provided along the entire frontage of the site bordering the State highway. Sidewalks shall include curb cuts where appropriate, striping as needed, and appropriate signage where pedestrian paths cross driveways. Sidewalks shall be fully-accessible pursuant to the Americans with Disabilities Act (ADA).

5) If there are sidewalks fronting the State highway on adjacent properties, the developer shall provide connections to those sidewalks, if feasible.

6) Bus stops may be relocated, following approval from NJ TRANSIT and the appropriate local jurisdictions, provided that the relocation does not unreasonably increase the walking distance for transit riders by more than 1,000 feet.

Requirements for "Major Access Permit" and "Major Access Permit with Planning Review" applicants could include the following ("XXX" is shown below to reflect all numerical values, which have yet to be determined):

1) The developer shall designate a suitable location(s) for a public bus stop(s) on the highway so that no point on the parcel frontage is greater than "XXX" feet from a bus stop. The designation of such bus stops will be subject to approval by NJ TRANSIT and other appropriate jurisdictional officials. Such locations will require sufficient space to erect a bus shelter and shall be accessible according to ADA requirements. NJDOT may also require bus turnouts be provided depending on existing or projected future traffic conditions and the absence of shoulders.

2) If the developer is required to construct a signalized intersection on the State highway adjacent to the site to provide vehicular access, the intersection design shall include provisions for pedestrian crossings and bus stops.

3) The developer shall provide reasonably direct sidewalk access from bus stops along the State highway to the main entrances of all on-site buildings.

The items listed below could apply to all "Major Access Permits with Planning Review," provided the proposed development exceeds specific size thresholds. These items could be required in all areas where growth is to be discouraged (i.e. Rural and Environmentally-Sensitive Planning Areas). Conversely, in areas where growth is to be encouraged (i.e. Centers, and Metropolitan and Suburban Planning Areas), these items could be offered to the applicant as optional incentives to allow a reduction in the site's projected trip generation (via an increase in the non-auto mode split; see sub-section 4.4.3 of this report).

1) The developer shall provide an easement for public transit vehicles to access the site without fee.

2) The developer shall provide a suitable location for a public transit stop no further than "XXX" feet from the main entrance of each [type] building with a gross floor area of "XXX" square feet.

3) Locations designated for public transportation stops shall be designed to accommodate vans, shuttle buses, vehicles for the disabled and public buses, and shall have sidewalk connections to and from all major on-site buildings.

4) If the development has multiple public entrances (such as a strip mall) the developer shall provide suitable locations for public transit stops so that no individual entrance is greater than "XXX" feet from the nearest stop.

5) The developer shall designate a reasonably direct route for public transportation vehicles to circulate through the site, connecting with all stops, in a manner to avoid circuitous routing and unnecessary delay.

6) The developer shall identify and provide easements to connect the internal roadway system for the site with adjacent properties, so that public transit trips between adjacent parcels shall not need to use the adjacent State highway.

7) The developer shall provide shelters of an approved design at all designated public transportation stops.

8) If the development generates over "XXX" public transportation users in the peak hour, the developer shall provide appropriate locations for temporary parking (layover) for public transportation vehicles according to the formula of one space per "XXX" public transportation users.

Actions required for significant projects when the site abuts a fixed-guideway public transportation right-of-way, or has the potential for use as a major public transportation facility location, include the following:

The developer shall enter into good faith negotiations with NJ TRANSIT or another public transportation provider to coordinate the access requirements of the developer's site with the needs of the public transportation provider. Such negotiations shall include consideration of reasonable access accommodations for both parties, consideration of how to share limited capacity of the State highway, accommodation of requirements for the construction of fixed-guideway elements and station facilities, and consideration of the potential to create easements for at-grade or multi-level shared parking for use by both parties. (Municipal involvement would be required for such measures.)

4.4.3 Potential Traffic Impact Study Requirements and Incentives

The existing Access Code currently has a complex and comprehensive set of technical guidelines and requirements for the preparation of Traffic Impact Studies (TIS) in connection with "Major Access Permits with Planning Review." However, the existing requirements address smart growth indirectly at best. Consequently, the consultant team has proposed a set of additional requirements and incentives for Traffic Impact Studies that are tailored to address smart growth principles and the SDRP. To encourage development at sites located in areas where growth is to be encouraged (i.e. Centers, and Metropolitan and Suburban Planning Areas), the following TIS allowances are proposed:

1) Allow for one or more reductions in the vehicle trip generation estimate on a percentage basis. The net effects of lowering the trip generation estimate for a particular site are a reduction in size of the corresponding project study area and reduced off-site traffic impacts and required mitigation. However, in order to obtain any such trip credits from NJDOT, the developer or property owner must demonstrate a good faith effort to produce a multi-modal development through site location and orientation, design features, and specific commitments. The basis for any such trip credits would need to be approved by staff in NJDOT's Bureau of Major Access Permits (and NJ TRANSIT where applicable). Trip reductions on a percentage basis could be permitted for:

    - Public transit provisions (as described in sub-section 4.4.2), such as:
        - Proximity to—and providing connecting facilities to—public transit services.
        - Permitting transit vehicles on-site, where walking distance between stop/station and building is reduced by "XXX" feet.

    In order to take credit for trip reductions due to public transit service, the sizes of the proposed land uses would need to exceed the following thresholds:

        - 500,000 square feet for retail space,
        - 750,000 square feet for office space,
        - 1,000 dwelling units for housing, and
        - 1,000,000 square feet of mixed development types.

- Pedestrian/bicycle provisions such as:
  - Connectivity between, and proximity to, existing/proposed pedestrian and bicycle facilities.
  - Provisions for on-site bicycle amenities (e.g. bike racks/storage, showers/locker room).

- Shared-trips associated with mixed-use developments.

- Commitment to a Travel Demand Management (TDM) program for tenants including one or more of the following:

  - Carpooling and/or vanpooling
  - Preferential parking spaces for carpools/vanpools
  - Alternative work programs (including staggered hours, flex-time, compressed work weeks, telecommuting)
  - Shuttle services
  - Transit, carpool, and vanpool subsidies

2) Allow for adjustments in the fair-share financial contribution calculation (Code Section 16:47-4.34) based on the following:

   - Dedication of on-site parking spaces to a transit operator for use as park-and-ride facility (this provides for a system-wide trip reduction rather than a site-specific trip reduction).

3) Allow for adjustments in the vehicle use limitations for non-conforming lots [Code Section 16:47-3.5(b)].

   - Such changes would potentially involve introducing new coefficients or adjustment factors into the vehicle use limitation formulas for non-conforming lots [Code Section 16:47-3.5, Subsections (b)2 through (b)4] to effectively increase the number of trips permissible in areas where growth is to be encouraged and/or to decrease the number of trips permissible in areas where growth is to be discouraged.

4) Establish criteria for the application of waivers (Code Section 16:47-4.35) based on smart growth principles.

It is important to note that any incentives must be recognized as such by potential applicants. Similarly, any requirements must not be viewed as overly-burdensome or otherwise prohibitive from the developer's perspective. If this is not the case, site development along State highways may ultimately be discouraged in favor of sites with direct access to non-State roadways.

In order to strengthen NJDOT's access management policy, it is proposed that NJDOT be given the authority to regulate the impact of *any* development that will cause a significant increase in traffic volume on State highways (i.e. 200 peak hour trips or more), regardless of whether or not direct site-access is proposed along the State highway. This was, in effect, originally proposed

as part of the State Highway Access Management Legislative Initiative dated September 18, 2003 which stated that access permits may be issued:

> *...for the construction and maintenance of a driveway or [public] street or highway connecting* ***(a)*** *to a State highway;* ***or (b) to a county or local road if the development on the county or local road will generate 200 or more new vehicle trips during any peak hour onto a State highway, whether or not that development has direct access to a State highway****.*

4.5 Draft Access Management Plan Process

For all State highways where a Main Street designation is not proposed (or otherwise able to be achieved) by the municipality, access criteria may also be defined as part of an Access Management Plan. The current requirements and processes associated with developing an Access Management Plan along a State highway are outlined in Subchapter 6 of the existing Code. *Significant changes are envisioned with respect to the purpose and function of Access Management Plans within the framework of a revised Access Code. These items will be addressed in a future document as part of this study.*

A number of critical issues associated with the current Access Management Plan process have been identified by NJDOT staff through their experiences using the Access Code, and were related to the consultant team during interviews. These issues, as well as some recommended changes suggested by NJDOT, and are summarized below:

- The processes for both initiating and revising an AMP study need to be streamlined considerably. A less formal and less cumbersome process is needed.
- There needs to be a tangible benefit to be realized from preparing an AMP, or having one in place.
- AMPs should be developed at a "planning" level of detail. Site-specific conditions in the field should govern the specifics of the engineering design.
- Driveway spacing standards should not be exact, because variations currently require a formal amendment to the Code. Standards should be removed from the Code, but be located elsewhere and be enforceable. Access points should not be defined on a map, but specified within a range (an "access envelope") to avoid minor revisions.
- Formal definitions for both "minor" and "major" revisions are needed. Minor revisions should not require a hearing and review by the Governor's office in order to be adopted into the Code. The process for minor revisions can take nearly a year.
- An AMP "Implementation Plan" is needed that sets forth the cost, schedule, and responsibilities of involved parties (i.e. "who does what, and when").
- The funding structure for AMPs needs to change to be more negotiable. Past experiences have demonstrated that local jurisdictions are often unable to appropriate sufficient funds to support development of an AMP. As a result, NJDOT has contributed the majority of the funds. However, this approach is inconsistent with Code requirements.
- Guidelines need to be established for development of a financial plan for transportation-related improvements associated with the AMP.
- The AMP should identify land use assumptions and community goals, along with the growth projections.

- Much clarification is needed with respect to both inter-agency coordination and maintenance of the AMP, specifically:
  - Identification of the agency that is responsible for making any transportation improvements.
  - Guidelines with respect to the filing of maps and reports with NJDOT and the locals.
  - How NJDOT gets notified when AMP improvements are engineered and constructed by the locals.
  - The approach to accommodating developments not anticipated in the original AMP process that are approved by the locals (especially ones that add more traffic to the corridor).
  - Monitoring and enforcement of AMP provisions (including both land use changes and transportation improvements).
  - Identification of AMPs in Capital Improvement Program documents.
  - Incorporating AMPs into the Straight-Line Diagram (SLD) database.
- Examine the reasonableness of implementing a building moratorium for a community while an AMP for that community is being developed.
- Revisions to the Access Code should be accommodated by the Bureau of Access Permits and/or the Division of Project Planning and Development. There is currently a disconnect between the departments that establish the AMP and those that implement it.
- An approach needs to be outlined to determine who pays for what improvements. The last guy in usually has to pay because he "triggers" the big improvements (i.e. a traffic signal) after all the roadway capacity is used up by other developments.
- Under circumstances where the Desirable Typical Section (DTS) capacity is determined to be insufficient, guidance should be given as to whether NJDOT should increase the DTS, or reduce the level of development in accordance with the existing DTS. Similarly, if NJDOT is certain that an existing roadway will never be improved to its DTS, guidance should be given as to whether the DTS capacity or the existing roadway capacity should be considered.

4.6 Potential Issues and Other Considerations

A number of potential issues and other considerations have been identified during the course of this study, and are presented below to stimulate additional thought and discussion. These include the following:

4.6.1 Inclusion of Appendix "B" in Code

As stated previously, one outstanding issue is whether to retain Appendix "B" as an integral part of the Access Code, or to separate it from the Code for use as an associated reference. Removing it from the Code would allow any updates or changes to be made to Appendix "B" without the need for NJDOT to undertake the formal rule-making process. However, at the present time, it appears that removal of Appendix "B" from the Code may require a change to the New Jersey Access Management Act from which the Code's statutory authority is derived. Changes or modifications to the Act could be pursued, but this process may also open the door for other, unintended changes.

4.6.2 NJDOT Authority over Developments located off of the State Highway System

Another issue involves NJDOT's authority to review developments located off of the State highway system. Under the current Code, if a developer does not propose direct access to the State system, NJDOT has no statutory authority to review or comment on the development. Furthermore, developers may be encouraged to develop sites located off of the State highway system if changes to the Code resulted in greater access restrictions or disincentives along State highways (such as in areas where growth is to be discouraged). The concern is that the traffic associated with such developments—although discouraged from accessing the State highway directly—would continue to generate virtually the same traffic impacts on the State highway system. NJDOT would need expanded statutory authority to address this issue.

4.6.3 Safety Considerations in Congested Areas

Some of the potential Code changes described previously in this report are intended to provide incentives for development in Centers and other urban areas. For example, potential trip generation credits for developments located in Centers, and Metropolitan and Suburban Planning Areas would effectively result in a reduction in the net off-site traffic impacts, making sites in these areas more attractive to developers. In order to help ensure that safety is not significantly compromised as the result of intensifying development in these areas, additional safety analyses (i.e. accident analyses) could be required as part of Traffic Impact Studies prepared in congested areas. Furthermore, developers could be required to participate in mitigation at intersections and roadways with pre-existing safety issues that might otherwise be exacerbated by additional traffic associated with new development. Because the importance of highway safety is clearly established in the Access Management Act, it appears that these changes could be accomplished within NJDOT's existing statutory authority and accommodated within the revised Code.

4.6.4 Changes to the Access Management Plan Process

As described previously, there are a considerable number of issues associated with the current Access Management Plan (AMP) process that discourage the use of AMPs. Although there are circumstances in which AMP could apply, it is unclear exactly what formal role AMPs should play in a revised Code. Some suggestions received from NJDOT staff include the potential for inclusion of "mini-AMPs" (analogous to the existing wastewater management plan process) whereby developers in commercial areas would collectively pre-pay for their right to access the system. However, adapting this process for access permits would involve changes to the Access Management Act.

4.6.5 Traffic Impact Study Exceptions in Urban Centers

Another consideration raised by NJDOT staff involved the possibility of allowing developers an exemption from preparing a Traffic Impact Study in urban centers with exceptional transit service. An example of such an areas would be downtown Newark.

5.0 REFERENCES

1. Ewing and M. King, *Flexible Design of New Jersey's Main Streets*, Alan M. Voorhees Transportation Center, Edward J. Bloustein School of Planning and Public Policy, Rutgers University.

2. Oregon Department of Transportation, *Main Streets...When A Highway Runs Through It: A Handbook For Oregon Communities*, November 1999.

3. R. Ewing, M. King, and S. Hartshorn, *Scoring Formula for New Jersey's Main Streets*, Alan M. Voorhees Transportation Center, Edward J. Bloustein School of Planning and Public Policy, Rutgers University, March 2003.

Appendix 1
Evolution of Access Code Appendix "A"

Existing Appendix "A"
Access Classification Matrix
Based on Desirable Typical Sections

URBAN CHARACTERISTICS						
Access Class	**High Speed (>=45 mph)**			**Low Speed (<45 mph)**		
	Divided	**Undivided Multi-Lane**	**2-lane**	**Divided**	**Undivided Multi-Lane**	**2-lane**
Accessible Principal Arterials	3	4	4	3	4	5
Minor Arterials	3/4	4	5	3/4	4	5
Collector Roads	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

RURAL CHARACTERISTICS						
Access Class	**High Speed (>=50 mph)**			**Low Speed (<50 mph)**		
	Divided	**Undivided Multi-Lane**	**2-lane**	**Divided**	**Undivided Multi-Lane**	**2-lane**
Accessible Principal Arterials	2	4	4	3	4	5
Minor Arterials	2	4	5	3/4	4	5
Major Collectors	3/4	5	6	4	5	6
Minor Collectors	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

Access Level Description

1 Fully-controlled access (access cell 0)
2 Access at street intersections or grade-separated interchanges
3 Right-turn access to and from an access point with left-turn access via jughandle where signalized spacing standards r
4 Right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an access
5 Access to and from an access point limited by spacing requirements and safety considerations
6 Access to and from an access point, limited by edge clearance and safety considerations

Note for cells with access level 3/4; access level will depend on department plans for the route

Appendix "A" - Draft #1
Access Classification Matrix
Based on Desirable Typical Sections

METROPOLITAN PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	3	4	4	3	4	5
Minor Arterials	3/4	4	5	3/4	4	5
Collector Roads	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

SUBURBAN PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	2	4	4	3	4	5
Minor Arterials	2	4	5	3/4	4	5
Major Collectors	3/4	5	6	4	5	6
Minor Collectors	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

FRINGE PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	2	4	4	3	4	5
Minor Arterials	2	4	5	3/4	4	5
Major Collectors	3/4	5	6	4	5	6
Minor Collectors	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

RURAL PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	2	4	4	3	4	5
Minor Arterials	2	4	5	3/4	4	5
Major Collectors	3/4	5	6	4	5	6
Minor Collectors	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

ENVIRONMENTALLY SENSITIVE PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	2	4	4	3	4	5
Minor Arterials	2	4	5	3/4	4	5
Major Collectors	3/4	5	6	4	5	6
Minor Collectors	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

Access Level Description

1 Fully-controlled access (access cell 0)
2 Access at street intersections or grade-separated interchanges
3 Right-turn access to and from an access point with left-turn access via jughandle where signalized spacing standards met
4 Right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an access point
5 Access to and from an access point limited by spacing requirements and safety considerations
6 Access to and from an access point, limited by edge clearance and safety considerations

Note for cells with access level 3/4; access level will depend on department plans for the route

Appendix "A" - Draft #2
Access Classification Matrix
Based on Desirable Typical Sections

METROPOLITAN PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials				3	4	5
Minor Arterials				3/4	4	5
Collector Roads				4	5	6
Local Roads				4	6	6
Metropolitan Main Street	4	6	6			
Other Main Street	4	5	6			

SUBURBAN PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials				3	4	4
Minor Arterials				3/4	4	5
Collector Roads				4	5	6
Local Roads				4	6	6
Metropolitan Main Street	4	6	6			
Other Main Street	4	5	6			

FRINGE PLANNING AREA						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials				3	4	5
Minor Arterials				3/4	4	5
Major Collectors				4	5	6
Minor Collectors				4	5	6
Local Roads				4	6	6
Metropolitan Main Street	4	6	6			
Other Main Street	4	5	6			

RURAL / ENVIRONMENTALLY SENSITIVE PLANNING AREAS						
Access Class	Inside Centers			Outside Centers		
	Divided	Undivide Multi-	2-lane	Divided	Undivide Multi-	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials				2	4	4
Minor Arterials				2	4	5
Major Collectors				3/4	5	6
Minor Collectors				4	5	6
Local Roads				4	6	6
Metropolitan Main Street	4	6	6			
Other Main Street	4	5	6			

Access Level Description

1 Fully-controlled access (access cell 0)
2 Access at street intersections or grade-separated interchanges
3 Right-turn access to and from an access point with left-turn access via jughandle where signalized spacing standards r
4 Right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an access
5 Access to and from an access point limited by spacing requirements and safety considerations
6 Access to and from an access point, limited by edge clearance and safety considerations

Note for cells with access level 3/4; access level will depend on department plans for the route

Appendix "A" Draft #3

Access Classification Matrix
Based on Desirable Typical Sections

Metropolitan / Suburban Planning Areas			
Access Class	All other streets		
	Divided	Undivided Multi-Lane	2-lane
	Access Level	Access Level	Access Level
Accessible Principal Arterials	3	4	5
Minor Arterials	3/4	4	5
Collector Roads	4	5	6
Local Roads	4	6	6

Fringe / Rural / Environmentally-Sensitive Planning Areas			
Access Class	All other streets		
	Divided	Undivided Multi-Lane	2-lane
	Access Level	Access Level	Access Level
Accessible Principal Arterials	2	4	4
Minor Arterials	3	4	5
Major Collectors	3/4	5	5
Minor Collectors	4	5	5
Local Roads	4	6	6

Access Level Description

1 Fully-controlled access (access cell 0)
2 Access at street intersections or grade-separated interchanges
3 Right-turn access to and from an access point with left-turn access via jughandle where signalized spacing standards met
4 Right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an access point
5 Access to and from an access point limited by spacing requirements and safety considerations
6 Access to and from an access point, limited by edge clearance and safety considerations

Note for cells with access level 3/4; access level will depend on department plans for the route

NOTE: TABLES ABOVE TO BE USED IN CONJUNCTION WITH "MAIN STREETS" MATRIX.

Appendix "A" - Draft #4
Access Classification Matrix
Based on Desirable Typical Sections

WITHIN CENTERS AND METROPOLITAN / SUBURBAN PLANNING AREAS						
All other streets						
Access Class	**High Speed (>=45 mph)**			**Low Speed (<45 mph)**		
	Divided	**Undivided Multi-Lane**	**2-lane**	**Divided**	**Undivided Multi-Lane**	**2-lane**
	Access Level	**Access Level**	**Access Level**	**Access Level**	**Access Level**	**Access Level**
Accessible Principal Arterials	3	4	5	3	4	5
Minor Arterials	3/4	4	5	3/4	4	5
Collector Roads	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

Main Streets (speed <=35 mph)			
Access Class	**Divided**	**Undivided Multi-Lane**	**2-lane**
MS #1	?	?	?
MS #2	?	?	?

FRINGE / RURAL / ENVIRONMENTALLY-SENSITIVE PLANNING AREAS						
All other streets						
Access Class	**High Speed (>=50 mph)**			**Low Speed (<50 mph)**		
	Divided	**Undivided Multi-Lane**	**2-lane**	**Divided**	**Undivided Multi-Lane**	**2-lane**
	Access Level	**Access Level**	**Access Level**	**Access Level**	**Access Level**	**Access Level**
Accessible Principal Arterials	2	4	4	2	4	4
Minor Arterials	3	4	5	3	4	5
Major Collectors	3/4	5	5	3/4	5	5
Minor Collectors	4	5	5	4	5	5
Local Roads	4	6	6	4	6	6

Main Streets (speed <=35 mph)			
Access Class	**Divided**	**Undivided Multi-Lane**	**2-lane**
MS #3	?	?	?
MS #4	?	?	?

Access Level Description

1 Fully-controlled access (access cell 0)
2 Access at street intersections or grade-separated interchanges
3 Right-turn access to and from an access point with left-turn access via jughandle where signalized spacing standards
4 Right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an acces
5 Access to and from an access point limited by spacing requirements and safety considerations
6 Access to and from an access point, limited by edge clearance and safety considerations

Note for cells with access level 3/4; access level will depend on department plans for the route

Table 1
Potential Appendix "A"
Access Classification Matrix
Based on Desirable Typical Sections

WITHIN CENTERS AND METROPOLITAN / SUBURBAN PLANNING AREAS						
All other streets						
Access Class	High Speed (>=45 mph)			Low Speed (<45 mph)		
	Divided	Undivided Multi-Lane	2-lane	Divided	Undivided Multi-Lane	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	3	4	5	3	4	5
Minor Arterials	3/4	4	5	3/4	4	5
Collector Roads	4	5	6	4	5	6
Local Roads	4	6	6	4	6	6

FRINGE / RURAL / ENVIRONMENTALLY-SENSITIVE PLANNING AREAS						
All other streets						
Access Class	High Speed (>=50 mph)			Low Speed (<50 mph)		
	Divided	Undivided Multi-Lane	2-lane	Divided	Undivided Multi-Lane	2-lane
	Access Level	Access Level	Access Level	Access Level	Access Level	Access Level
Accessible Principal Arterials	2	4	4	2	4	4
Minor Arterials	3	4	5	3	4	5
Major Collectors	3/4	5	5	3/4	5	5
Minor Collectors	4	5	5	4	5	5
Local Roads	4	6	6	4	6	6

Access Level Description

1 Fully-controlled access (access cell 0)
2 Access at street intersections or grade-separated interchanges
3 Right-turn access to and from an access point with left-turn access via jughandle where signalized spacing standards met
4 Right-turn access to and from an access point, left-turn ingress via a left-turn lane, and left-turn egress from an access point
5 Access to and from an access point limited by spacing requirements and safety considerations
6 Access to and from an access point, limited by edge clearance and safety considerations

Note for cells with access level 3/4; access level will depend on department plans for the route

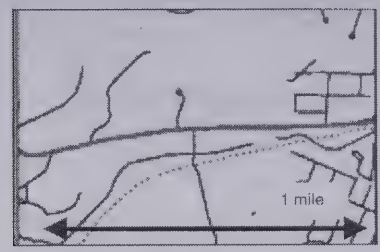
Appendix 2
Summary of State Highways with calculated Main Street scores

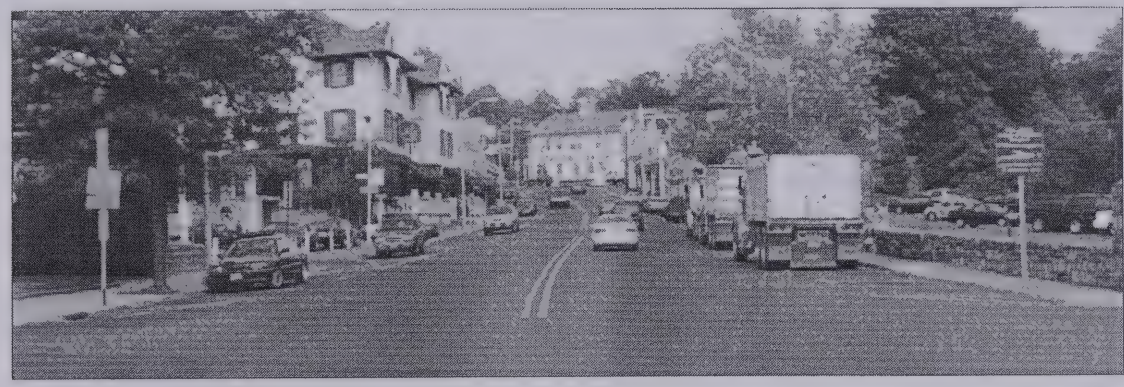
Bernardsville

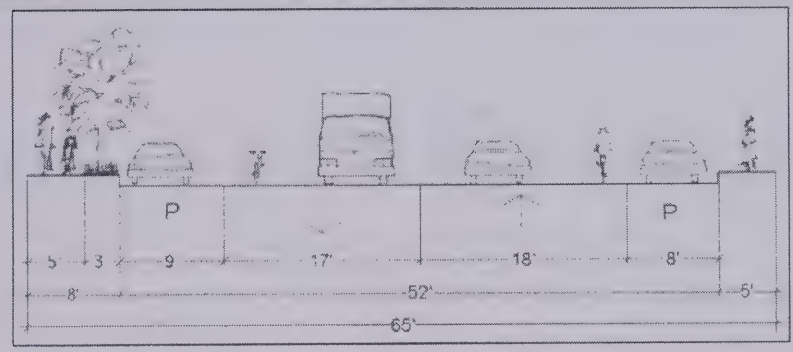
Route 202

Woodland Rd. – Anderson Hill Road

Mile post 36.8 – 37.1







Present Suitability as Main Street	4.79
Future Potential as Main Street	6.09
Functional Class	Urban Minor Arterial
Volume	15,673 (2002)
Volume/Lane	7827
Posted Speed Limit	30 mph
Peak Hour Average Speeds	28-35 mph
State Plan Center	Town Center
Land Use	Residential, Commercial, Train Station
Truck Route	In State
Designated Bus Stops	No
Access Level	Driveway with Provision for Left-turn Lane
Desirable Typical Section Peak	78', 2 Lanes, Shoulder
Notes:	Measurements taken at crosswalk, roadway narrows considerably before and after

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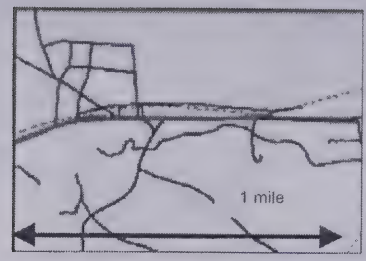
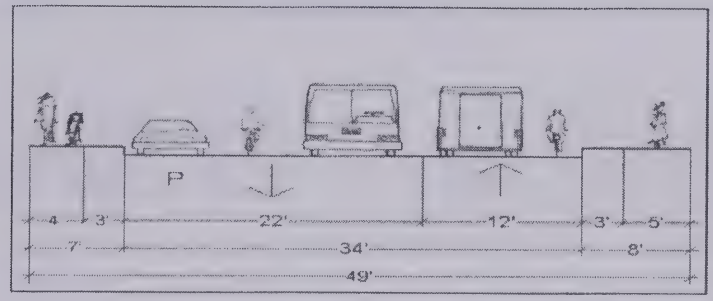
Andover

Main Street, NJ 206
Smith Street (517) – Brighton Road
Mile post 103.3-103.4





Present Suitability as Main Street	3.79
Future Potential for Main Street	5.18
Functional Class	Rural Principal Arterial
Volume	15,971 (2002)
Volume/Lane	7986
Posted Speed Limit	30 mph
Peak Hour Average Speeds	8-40 mph
State Plan Center	Town Center
Land Use	Residential, Commercial
Truck Route	In State
Designated Bus Stops	Yes
Access Level	Driveway with Provision for Left-turn Lane
Desirable Typical Section Peak	68', 2 Lanes, No Shoulder

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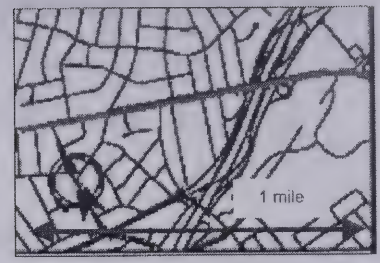
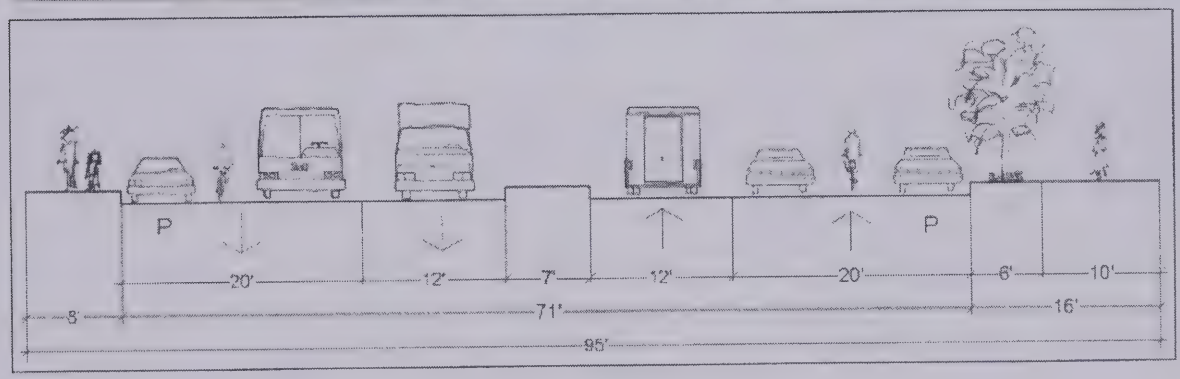
Union Township

Morris Ave.

Stuyvesant Ave. – Warren Ave.

Mile post 2.2 – 2.6





Present Suitability as Main Street	3.38
Future Potential for Main Street	4.63
Functional Class	Urban Principal Arterial
Volume	20,850 (2002)
Volume/Lane	5212
Posted Speed Limit	30 mph
Peak Hour Average Speeds	17-34 mph
State Plan Center	No
Land Use	Commercial
Truck Route	In State
Designated Bus Stops	Yes
Access Level	Driveway with Provision for Left-turn Lane
Desirable Typical Section Peak	102', 4 Lanes, Parking

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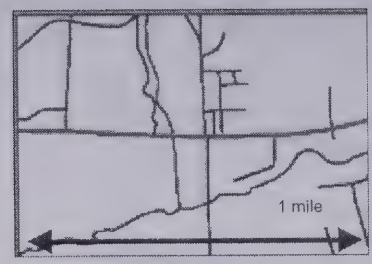
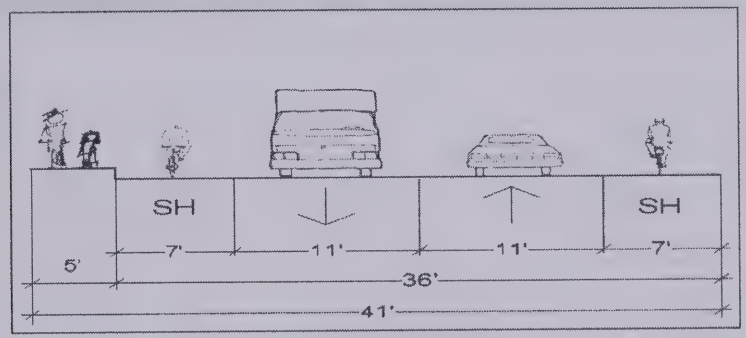
Broadway

Route 57

Asbury Rd. – A Stream at mile 7.10

Mile post 6.5 – 7.1



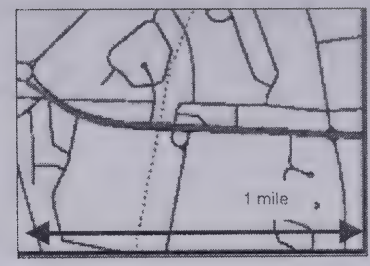


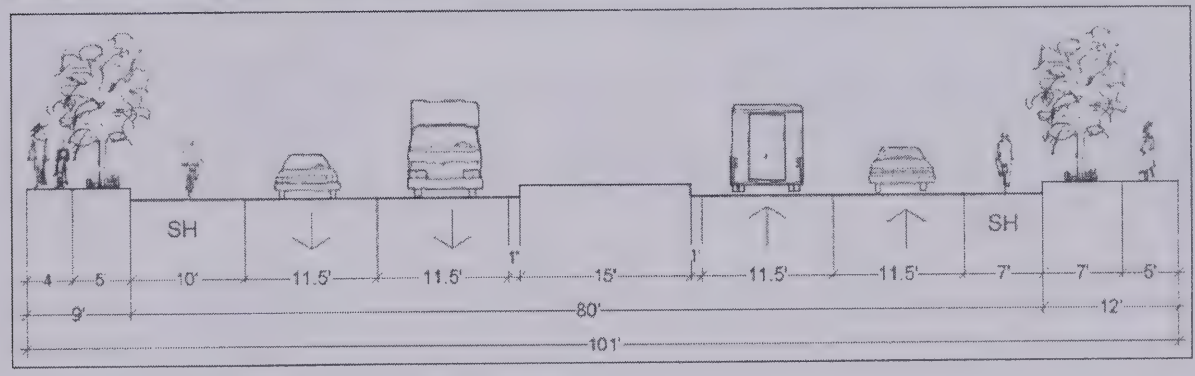
Present Suitability as Main Street	3.07
Future Potential for Main Street	3.47
Functional Class	Rural Principal Arterial
Volume	13,008 (2002)
Volume/Lane	6504
Posted Speed Limit	40 mph
Peak Hour Average Speeds	44-45 mph
State Plan Center	Town Center
Land Use	Residential
Truck Route	No 102' / 53"
Designated Bus Stops	No
Access Level	Driveway with Provision for Left-turn Lane
Desirable Typical Section Peak	102', 4 Lanes, Shoulder
Notes:	Parking is permitted, yet almost no usage

URBITRAN

Succasunna

Route 10
Main St. – Hillside Ave.
Mile post 0.5 – 0.9





Present Suitability as Main Street	2.95
Future Potential for Main Street	3.12
Functional Class	Urban Principal Arterial
Volume	32,516 (2002)
Volume/Lane	8129
Posted Speed Limit	50 mph
Peak Hour Average Speeds	15-41 mph
State Plan Center	No
Land Use	Commercial
Truck Route	In State
Designated Bus Stops	No
Access Level	Right Turn and Jughandle
Desirable Typical Section Peak	114', 4 Lanes, Shoulder, Divided
Notes:	Left turn bays in median

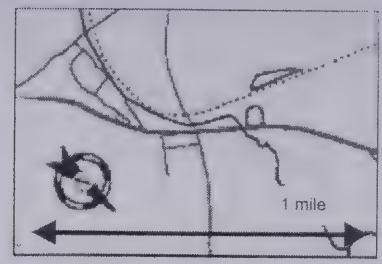
URBITRAN

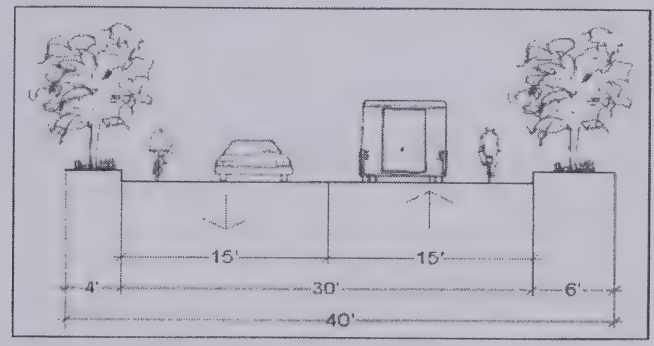
Lafayette

Route 15

Morris Farm Rd. (659)

Mile post 17.3 – 17.4





Present Suitability as Main Street	2.90
Future Potential for Main Street	3.49
Functional Class	Rural Principal Arterial
Volume	17,864 (2002)
Volume/Lane	8932
Posted Speed Limit	35 mph
Peak Hour Average Speeds	33-40 mph
State Plan Center	No
Land Use	Residential
Truck Route	In State
Designated Bus Stops	No
Access Level	Driveway with Provision for Left-turn Lane
Desirable Typical Section Peak	102', 4 Lanes, Parking

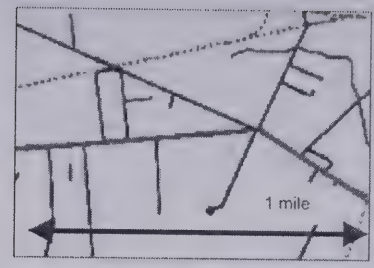
URBITRAN

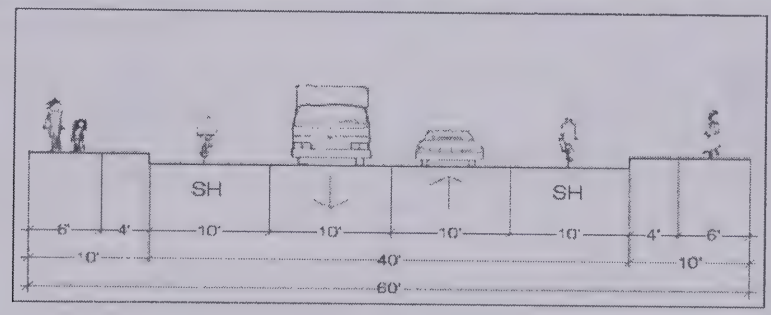
Tuckahoe

Route 50

Mt. Pleasant Rd.(664) – Route 49

Mile post 6.7 – 6.8





Present Suitability as Main Street	2.68
Future Potential for Main Street	4.20
Functional Class	Rural Minor Arterial
Volume	11,038 (2002)
Volume/Lane	5519
Posted Speed Limit	30 mph
Peak Hour Average Speeds	32-35 mph
State Plan Center	Town Center
Land Use	Residential
Truck Route	In State
Designated Bus Stops	No
Access Level	Driveway with Provision for Left-turn Lane
Desirable Typical Section Peak	102', 4 Lanes, Shoulder

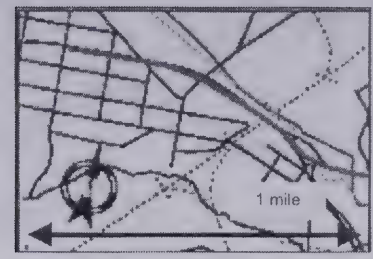
URBITRAN

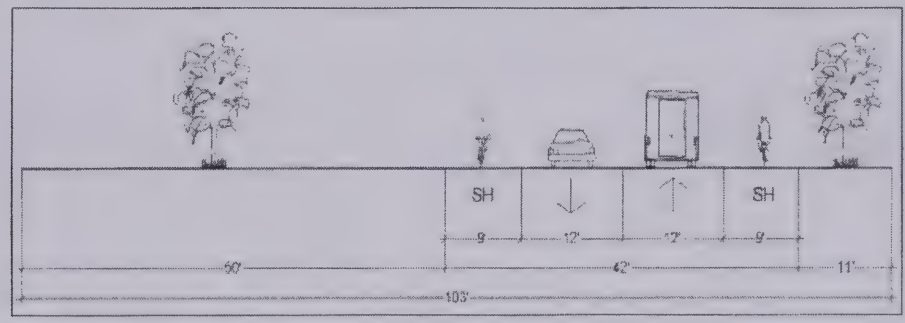
Lakehurst

Route 70

Rose Street – Manapaqua Ave.

Mile post 43.9 – 44.2





Present Suitability as Main Street	2.59
Future Potential for Main Street	3.54
Functional Class	Urban Principal Arterial
Volume	19,984(2002)
Volume/Lane	9992
Posted Speed Limit	45 mph
Peak Hour Average Speeds	30-55mph
State Plan Center	Town Center
Land Use	Residential, Commercial
Truck Route	In State
Designated Bus Stops	No
Access Level	Right Turn and Jughandle
Desirable Typical Section Peak	114', 4 Lanes, Shoulder, Divided
Notes:	Roadway soon to be widened to four lanes using right of way at left

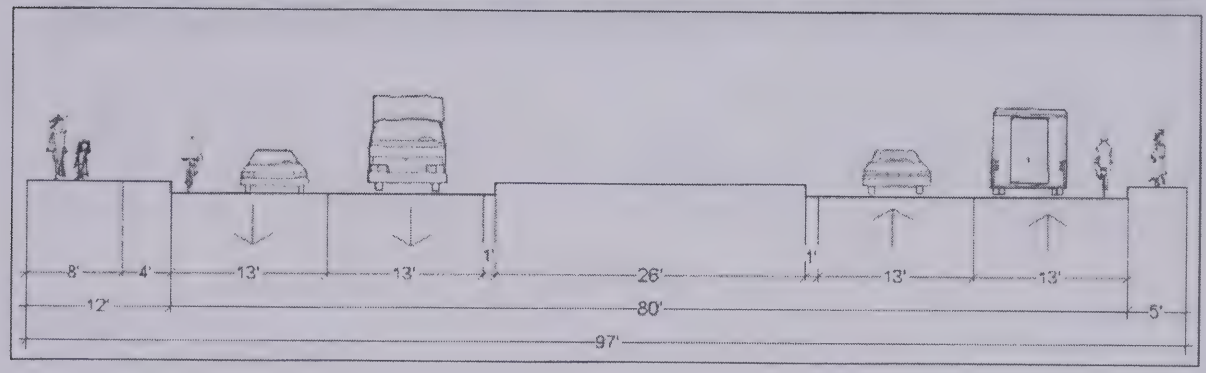
URBITRAN

Jersey City

Route 139

Bevan St.– Palisades Ave.

Mile post 0.2 – 0.7



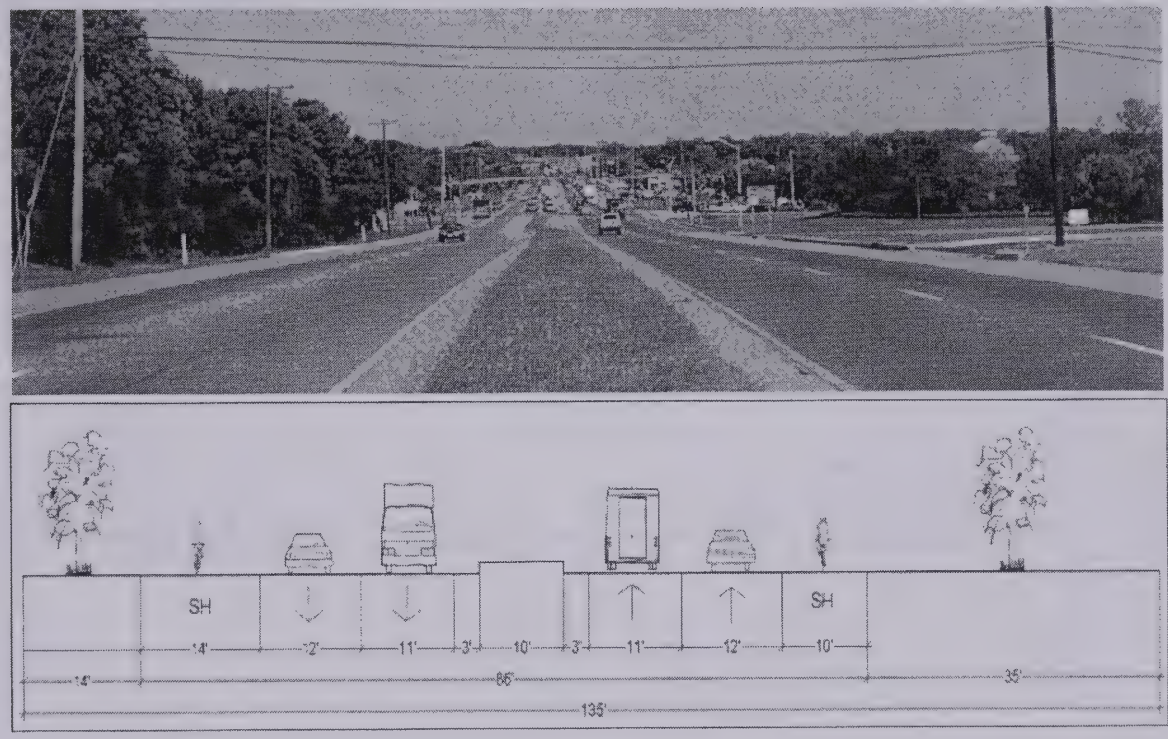
Present Suitability as Main Street	2.45
Future Potential for Main Street	3.60
Functional Class	Urban Principal Arterial
Volume	36,418 (2002)
Volume/Lane	9104
Posted Speed Limit	35 mph
Peak Hour Average Speeds	10-32 mph
State Plan Center	Urban Complex
Land Use	Residential, Commercial
Truck Route	In State
Designated Bus Stops	No
Access Level	Right Turn and Jughandle
Desirable Typical Section Peak	148', 8 Lanes, No Shoulder, Divider
Notes:	Roadway constructed on a bridge over Route 139 lower level

URBITRAN

Brick

Route 70

Brick Blvd. –Chambers Bridge Road
Mile post 54.4 –54.6



Present Suitability as Main Street	2.05
Future Potential for Main Street	2.34
Functional Class	Urban Principal Arterial
Volume	29,923 (2002)
Volume/Lane	7498
Posted Speed Limit	50 mph
Peak Hour Average Speeds	28-36 mph
State Plan Center	No
Land Use	Commercial
Truck Route	No 102' / 53"
Designated Bus Stops	No
Access Level	Right Turn and Jughandle
Desirable Typical Section Peak	114', 4 Lanes, Shoulder, Divided

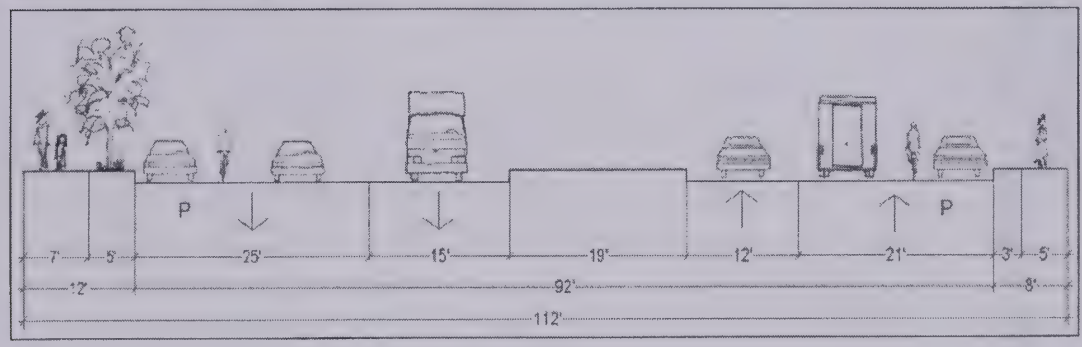
URBITRAN

Clifton

Piaget Ave., NJ 46

Paulison Ave. (Rt. 618) – Route 628

Mile post 61.7 – 63.3



Present Suitability as Main Street	1.89
Future Potential for Main Street	2.55
Functional Class	Urban Principal Arterial
Volume	61,756 (2002)
Volume/Lane	15,439
Posted Speed Limit	35 mph
Peak Hour Average Speeds	2-55 mph
State Plan Center	Town Center
Land Use	Residential, Park
Truck Route	In State
Designated Bus Stops	No
Access Level	Right Turn and Jughandle
Desirable Typical Section Peak	148', 6 Lanes, Shoulder, Divided
Notes:	Left turn bays in median

URBITRAN

Appendix 3
Draft Main Street MOU: Type I Main Street

Memorandum of Understanding – Type I Main Street
(Preliminary Draft – August 17, 2005)

1. Preamble

Urban development in New Jersey has evolved in terms of the location, form (scale and density), and mode of access. At each stage of urbanization, transportation technology has been a dominant factor: trails, waterways/canals, railroads and highways. Automobile travel has increasingly dominated the development pattern, reflected in the incremental addition of larger, higher-speed highways in the later half of the 20th century that enabled urban development to spread far and wide. Yet that growth both increases travel demand and constrains further roadway expansion. Therefore, tomorrow's travel needs must be met through a combination of demand management, operations and capacity measures.

During this evolution, many older roads that are now state facilities linked small, medium, and large urban places and, therefore, traverse these same places today – in fact, crossroads were often the genesis of many settled places. Within these urban places, these facilities took on a distinct function integrating and balancing mobility, access, and multimodal travel. This "Main Street" function is now recognized as an essential ingredient to the development and continued vitality of many places in New Jersey that already do or can offer broader travel choice and support the centered growth principles of smart growth and of the State Development and Redevelopment Plan.

Preserving or improving the integration of mobility, access, and multimodal aspects of a Main Street that is a state facility that has a posted speed limit of 25 miles per hour (mph) or less is provided for in the New Jersey Highway Access Code. The code also includes measures for considering access on a Main Street that has a posted speed limit above 25 mph.

2. Purpose

The purpose of the Memorandum of Understanding (MOU) is to memorialize the agreements and commitments made by the New Jersey Department of Transportation (hereafter, NJDOT) and (municipality name (e.g., Princeton) (hereafter, the municipality) regarding the management of access, the application of street design standards to reflect multiple users, and the application of land use controls and urban design standards that will be applied on (Route Number and Street Name and municipality; e.g. Route 27, Nassau Street, Princeton) which is hereby designated a Main Street within the terms of the New Jersey Highway Access Code and is so referenced hereafter in this MOU.

3. Scope of MOU

The termini of (Nassau Street) governed by the MOU are _____ to _____. This roadway segment is hereafter referred to as the Main Street. The Main Street transition zones extend beyond the Main Street termini as follows:

North/West: _____
South/East: _____

4. Areas of Agreement;

- Common Agreements: Both parties, the NJDOT and the municipality:

  - Agree on the functionality of the Main Street in relation to the regional transportation network for all modes – auto, truck, transit, bicycle, and pedestrian.

  - Recognize that local street connections (in lieu of direct access to property via driveways) and on-street parking are encouraged along the Main Street.

  - Agree that the primary objective is to provide access to commercial activities, businesses, public facilities, and residences in a manner consistent with the function of a Main Street and that integrates and balances mobility and safety for all modes and users – auto, truck, transit, bicycle, and pedestrian.

  - Agree that the convenience of travel is focused on accommodating pedestrian movements along and across the Main Street, as well as fostering the convenience for other alternative modes, such as bicycling and transit.

  - Agree that direct property access by motor vehicles is generally prohibited on a Main Street, except where it can be demonstrated there is a critical benefit to the transportation network by providing direct access, and such access will not constitute a significant detriment to pedestrian or bicycle safety and mobility.

    NOTE: To effectuate this issue within the NJDOT procedures for access management, it may be necessary to define a Main Street TIS outline for determining the impact of proposed driveways on the pedestrian and bicycle environment and performance on the Main Street. The analytic methodology needs to account for pedestrian and bicycle flows and assess the degree of impact from vehicular traffic using the proposed driveway. This documentation work would need to be sent to the NJDOT Office of Bicycle/Pedestrian Advocate for review of the analysis and development of a recommendation.

  - Agree to the milepost limits of the Main Street, and the mileposts of transition areas as identified in Section 3 (Scope of MOU) above.

- NJDOT agrees to:

  - Maintain the 25 mph speed limit along the Main Street.

  - Provide and maintain transition area speed zones on approaches to and passage from the Main Street

- Use a 25 mph design speed for any reconstruction or improvement projects within the Main Street and the design speed specified in the transition zones beyond the Main Street termini.

- Support the implementation of traffic calming measures, both vertical and horizontal, as appropriate for the Main Street.

- Municipality certifies by signing this MOU that it has:
  - Adopted land development ordinances that:
    - Provide for:
      - Mixed uses, and for buildings spaced close together and located adjacent to the Main Street with little to no setback;
      - Sidewalks on the Main Street.
    - Maintain the character of the Main Street by having land development ordinances that call for commercial uses and other active uses fronting the Main Street with wide sidewalks, having parking ordinances for on-street parking on the Main Street, requiring street trees and other streetscape elements along the Main Street, and support the use of curb extensions and other such traffic calming measures on the Main Street.
    - Provide NJDOT with acceptable documentation for the calculation of a Main Street score as described in "*The Scoring Formula for New Jersey's Main Streets*", prepared for the NJDOT by the Alan M. Voorhees Transportation Center of Rutgers University in March 2003.
  - Developed and adopted a Master Plan and circulation plan element that provides for an interconnected local street network complementing the Main Street.

The municipality will demonstrate its commitment to the Memorandum of Understanding by a resolution of its municipal governing body.

5. MOU Monitoring and Enforcement

On a biannual basis, the municipality shall prepare and submit a statement to NJDOT indicating any changes that are required in this MOU relative to any section for which circumstances have changed such that an update of the MOU has been completed, is under development, or will be undertaken.

Signatures:

NJDOT:

Name (print): _____ Title: _____

Signature: _____ Date: _____

Municipality:

Name (print): _____ Title: _____

Signature: _____ Date: _____

Appendix 4
Draft Main Street MOU: Type II Main Street

Memorandum of Understanding – Type II Main Street (Pre Draft – August 17, 2005)

1. Preamble

Urban development in New Jersey has evolved in terms of the location, form (scale and density), and mode of access. At each stage, transportation technology has been a dominant factor: trails, waterways/canals, railroads and highways. Automobile travel has increasingly dominated the development pattern, reflected in the incremental addition of larger, higher-speed highways in the later half of the 20th century that enabled urban development to spread far and wide. Yet that growth both increases travel demand and constrains further roadway expansion. Therefore, tomorrow's travel needs must be met through a combination of demand management, operations and capacity measures.

During this evolution, many older roads that are now state facilities linked small, medium, and large urban places and, therefore, traverse these same places today – in fact, crossroads were often the genesis of many settled places. Within these urban places, these facilities took on a distinct function integrating and balancing mobility, access, and multimodal travel. This "Main Street" function is now recognized as an essential ingredient to the development and continued vitality of many places in New Jersey that already do or can offer broader travel choice and support the centered growth principles of smart growth and of the State Development and Redevelopment Plan.

Preserving or improving the integration of mobility, access, and multimodal use of a Main Street that is a state facility that has a posted speed limit of 25 miles per hour (mph) or less is provided for in the New Jersey Highway Access Code. These are known in the code as Main Street Type I roadways. The code also includes measures for considering access on a Main Street that has a posted speed limit above 25 mph. For these latter streets, a designation as a Main Street Type II must derive from a planning analysis that results in and is documented by a Main Street Mobility Plan (MSMP).

2. Purpose

The purpose of the Memorandum of Understanding (MOU) is to memorialize the agreements and commitments made by the New Jersey Department of Transportation (hereafter, NJDOT) and (municipality name; e.g. Princeton) (hereafter, the municipality) regarding the management of access, the application of street design standards to reflect multiple users, and the application of land use controls and urban design standards that will be applied on (Route Number and Street Name and municipality; e.g. Route 27, Nassau Street, Princeton) hereby designated a Main Street Type II within the conditions of the New Jersey Highway Access Code and is so referenced hereafter in this MOU.

3. Scope of MOU

The termini of (Nassau Street) governed by the MOU are _____ to _____. This roadway segment is hereafter referred at the Main Street Type II. The Main Street Type II transition zones extend beyond the Main Street Type II termini as follows:

North/West: _____
South/East: _____

4. Main Street Mobility Plan

The municipality and NJDOT have developed a Main Street Mobility Plan (MSMP) to:

- Calculate the Main Street score for the Main Street Type II roadway.
- Investigate and document needs for Main Street Type II users and affected parties.
- Manage and balance the needs of various users of the Main Street Type II within the context of regional and through movement needs.
- Examine alternatives for the application of Main Street Type II access standards.
- Establish elements that address Main Street Type II cartway, bicycle, and pedestrian travel ways, and streetscape.
- Provide land use controls and urban design requirements to create and maintain the Main Street Type II.

The Main Street Mobility Plan is in included in this MOU by reference and constitutes Appendix 1.

5. Areas of Agreement

a. Common Agreements: Both parties, the NJDOT and the municipality:

- Agree on the functionality of the Main Street Type II in relation to the regional transportation network for all modes – auto, truck, transit, bicycle, and pedestrians.
- Recognize that local street connections (in lieu of direct access to property via driveways) are encouraged along the Main Street Type II.
- Agree that an objective of the Main Street Type II is to provide access to commercial activities, businesses, public facilities, and residences that reflects the function of a Main Street and that integrates and balances mobility and safety for all modes and users – auto, truck, transit, bicycle, and pedestrians.
- Agree that direct property access by motor vehicles is generally limited on a Main Street Type II, except where it can be demonstrated there is a critical benefit to the transportation network by providing direct access, and such access will not constitute a significant detriment to vehicular, pedestrian or bicycle safety and mobility.

NOTE: To effectuate this issue within the NJDOT procedures for access management, it may be necessary to define a Main Street Type II TIS outline for determining the impact of a proposed driveway on the pedestrian and

bicycle performance on the Main Street Type II. The analytic methodology needs to account for pedestrian and bicycle flows and assess the degree of impact from vehicular traffic using the proposed driveway. This documentation work would need to be sent to the NJDOT Office of the Bicycle/Pedestrian Advocate for review of the analysis and development of a recommendation.

- Agree to the milepost limits of the Main Street Type II, and the mileposts of transition areas, as identified in Section 3 (Scope of MOU) above and as developed in the MSMP.

b. NJDOT agrees to:
   - Maintain the speed limit along the Main Street Type II established in the MSMP.
   - Provide and maintain transition area speed zones on approaches to and passage from the Main Street Type II as established in the MSMP.
   - Use a design speed, as specified in the MSMP, for any reconstruction or improvement projects within the Main Street Type II and likewise a speed limit and design speed for the transition zones beyond the Main Street Type II termini, as specified in the MSMP.
   - Support the implementation of traffic calming measures, both vertical and horizontal, as called for in the MSMP.

c. Municipality certifies by signing this MOU that is has:
   - Adopted land development ordinances that:
     - Provide for:
       - Mixed uses, and for buildings spaced close together and located adjacent to the Main Street Type II with little to no setback;
       - Wide sidewalks on the Main Street Type II.
     - Maintain and promote the character of the Main Street Type II by having land development ordinances that call for strategies in agreement with the MSMP. Potential strategies include commercial uses and other active uses fronting the Main Street Type II, having parking ordinances for on-street parking on the Main Street Type II, having street trees and other streetscape elements along the Main Street Type II, and support the use of curb extensions and other such traffic calming measures on the Main Street Type II.
     - Enable the calculation of the Main Street Score as described in the Main Street Mobility Plan.
     - Have a Master Plan and circulation plan element that provides for an interconnected local street network complementing the Main Street Type II.

- Provided NJDOT with a Main Street Mobility Plan, that NJDOT has found acceptable, that provides for the calculation of a Main Street score as described in "*The Scoring Formula for New Jersey's Main Streets*", prepared for the NJDOT by the Alan M. Voorhees Transportation Center of Rutgers University in March 2003, and that provides for a plan for the management of the Main Street Type II within the context of the system of regional roadways.

The municipality will demonstrate its commitment to the memorandum of understanding by a resolution of its municipal governing body.

6. MOU Monitoring and Enforcement

On a biannual basis, the municipality shall prepare and submit a statement to NJDOT indicating any changes required in this MOU relative to any section for which circumstances have changed such that an update of the MSMP or the MOU has been completed, is under development or will be undertaken.

Signatures:

NJDOT:

Name (print): _____ Title: _____

Signature: _____ Date: _____

Municipality:

Name (print): _____ Title: _____

Signature: _____ Date: _____

Appendix 5
Draft Main Street Mobility Plan

Main Street Mobility Plan (Preliminary Draft – November 14, 2005)

1. Preamble

Urban development in New Jersey has evolved in terms of the location, form (scale and density), and mode of access. At each stage of urbanization, transportation technology has been a dominant factor: trails, waterways/canals, railroads and highways. Automobile travel has increasingly dominated the development pattern, reflected in the incremental addition of larger, higher-speed highways in the later half of the 20th century that enabled urban development to spread far and wide. Yet that growth both increases travel demand and constrains further roadway expansion. Therefore, tomorrow's travel needs must be met through a combination of demand management, operations and capacity measures.

During this evolution, many older roads that are now state facilities linked small, medium and large urban places and, therefore traverse these same places today – in fact, crossroads were often the genesis of many settled places. Within these urban places, these facilities took on a distinct function integrating and balancing mobility, access and multimodal travel. This "Main Street" function is now recognized as an essential ingredient to the development and continued vitality of many places in New Jersey that already do or can offer broader travel choice and support the centered growth principles of smart growth and of the State Development and Redevelopment Plan.

Preserving or improving the integration of mobility, access and multimodal aspects of a Main Street that is a state highway that currently has a posted speed in excess of 25 miles per hour (mph) is an option in the New Jersey Highway Access Code exercised through the development and adoption of a Main Street Mobility Plan (MSMP) that establishes the characteristics of this facility, classified as a Main Street Type II.

2. Planning Process

The development of the MSMP will be collaborative by assuring participation of current Main Street businesses, prospective Main Street developers, adjacent residential neighborhoods, adjacent municipalities (if applicable for transition zones), the host county (and adjacent county if proximate), the respective MPO and the state (NJDOT and New Jersey Department of Community Affairs, Office of Smart Growth). To make certain the collaboration of all parties, the development of a MSMP will be undertaken during the Initial Plan Endorsement process of the State Planning Commission to ensure coordinated state and county planning and public investment. To demonstrate that a municipality is willing to undertake Initial Plan Endorsement, NJDOT will ask the municipality seeking to prepare a MSMP to request a Pre-Petition Meeting with the Office of Smart Growth as outlined in the *Plan Endorsement Guidelines* adopted by the State Planning Commission on April 28, 2004. When the MSMP is completed and adopted as an additional element of the municipality's Master Plan, the municipality shall submit the MSMP along with the other planning documents that are required in the Initial Plan Endorsement Petition.

3. Plan Elements

For Main Street Type II, state highways with a current posted speed in excess of 25 miles per hour (mph), the appropriateness of applying Main Street Type II access provisions in the New Jersey Highway Access Code must be established in a Main Street Mobility Plan (MSMP) that is to be adopted by the municipality as an additional

element of its Master Plan. The MSMP will serve as the management plan for the Main Street Type II. Through the development of the MSMP, the municipality and NJDOT agree that local traffic movements and pedestrian safety must be balanced with through movement functions.

Where current posted speed limits are in excess of 25MPH, to have a state highway segment be classified as a Main Street Type II in the New Jersey Highway Access Code, a municipality must undertake a planning process that results in the adoption of land development ordinances that enable the calculation of a Main Street score as identified in, "*Scoring Formula for New Jersey's Main Streets*", prepared for the NJDOT by the Alan M. Voorhees Transportation Center of Rutgers University in March 2003.

If an acceptable score is generated as listed below and as accepted by the NJDOT, the municipality must then commence the completion of the remaining elements of a Main Street Mobility Plan. The Main Street Mobility Plan must be reviewed and accepted by NJDOT and submitted as an additional element of its Master Plan to the Office of Smart Growth as part of the Initial Plan Endorsement Petition. Following the plan's acceptance, a Memorandum of Understanding (MOU) between NJDOT and the municipality is made which memorializes agreements and commitments made by the NJDOT and the municipality and that designates the subject state highway segment as a Main Street in accordance with the New Jersey Highway Access Code. If the Main Street Mobility Plan results in an agreed-upon posted speed of 25 mph or less, an MOU for a Main Street Type I roadway is prepared. If the posted speed would be unchanged (i.e. 30 or 35 mph), based on the Main Street Mobility Plan, an MOU for Main Street Type II roadway is prepared. The MOU will be prepared during the second stage of Initial Plan Endorsement, called the Planning and Implementation Agreement stage. The MOU, once executed by NJDOT and the affected municipality, will be an element of the Planning and Implementation Agreement that is subsequently submitted to the State Planning Commission. However, if a Planning and Implementation Agreement is not approved by the State Planning Commission, the MOU remains an official document of understanding between the NJDOT and the affected municipality.

Acceptable Main Street Scores for State Highway Segments with Posted Speed › 25MPH and Associated Agreed-Upon Posted Speed Limit

Computed Main Street Score Type II	***Agreed-Upon Posted Speed Limit for Main Street***
X or greater	25 mph
Y1 to Y2	30 mph
Z1 to Z2	35 mph

The MSMP will include:

- Goals and objectives for the roadway segment to be designated as Main Street Type II, including:
    - Its relationship with regional transportation systems and facilities, including, but not limited to:
        - Functionality of the Main Street Type II within the roadway network and transit system

        - Presence of alternative facilities or grid system to fulfill regional mobility along with the Main Street Type II
        - Interface of the Main Street Type II with adjacent communities, whether within the transition zones or beyond
    - Its relationship to the community's goals and values regarding:
        - Land use and community form
        - Economic development
        - Business and residential objectives of the community at large
- Scope of Main Street: the background and rationale for defining:
    - Mileposts for the Main Street Type II
    - Mileposts for the Main Street Type II transition areas.
- Transportation analysis: an analysis of regional and local traffic to:
    - Establish a roadway network for the analysis of future travel demand and available capacity, including roadways in adjacent communities and beyond
    - Use growth projections of the host county(ies) or the host Metropolitan Planning Organization (MPO)
    - Forecast travel on and the performance of the regional roadway network, accounting for transit and non-motorized travel shares
    - Identify any significant problems and propose solutions that can support the functionality of the proposed Main Street Type II:
        - Determine the potential impacts of lower posted speed limits, if proposed, on the Main Street Type II and the regional roadway network
        - Determine how the Main Street Type II can contribute to the use of alternative travel modes and absorb some future demand that would otherwise place greater burden on the roadway network, considering such items as increase walking and biking, combined trip purposes, trip chaining and land use densities that support transit
        - Determine strategies to address through traffic including the use of parallel roadways, and the development of a supporting network of streets and highways
        - Determine the opportunity and strategies to enhance transit access and utilization within the Main Street Type II environment
        - Determine appropriate on and off-street parking strategies, including week-day and time-of-day shared use for diverse Main Street Type II land uses and transit access, and remote parking, perhaps with shuttle services for circulation on the Main Street Type II
- Main Street Type II features: establish the following elements that will be continued, modified or established for the proposed Main Street Type II:
    - Design speeds for any reconstruction or improvement project within the Main Street Type 2 and its transition areas
    - Design standards to be applied to improve local circulation and function of the street which could include street spacing standards, street treatments, and signal spacing.
    - Information regarding needed improvements for the Main Street Type II to maintain or achieve the desired mix between mobility and community needs

- Master Plan and Circulation Element: demonstrate that the following are reflected in the municipality's plans.
    - Provisions for an interconnected street network to support traffic movements to and from the Main Street Type II
    - Provisions for pedestrian and bicycle circulation systems connecting to and continuing on the Main Street Type II
- Land development ordinances: demonstrate the existence of established ordinances that:
    - Limit driveways to one per block.
    - Establish low or no building set backs on Main Street Type II
    - Allow for a diversity of land uses on Main Street Type II with a strong proportion of commercial uses
    - Allow for mixed use of individual properties, such as commercial uses on lower levels and residential above
    - Community or urban design requirements to support the Main Street Type II functionality, including street trees, sidewalk widths, and curb extensions
    - Provide for on-street parking, if applicable
    - Enable transit supportive development where appropriate

These parameters will contribute to the attainment of an acceptable score for a Main Street per the methodology in, "*Scoring Formula for New Jersey's Main Streets*", prepared for the NJDOT by the Alan M. Voorhees Transportation Center at Rutgers University in March 2003.

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